



Australian Karting Association (NSW) Inc

Annual General Meeting & State Karting Council Meeting Minutes

Saturday 19th July 2008

Panthers World of Entertainment,
Mulgoa Road, Penrith

Item 1 - Confirmation of attendance, proxies and apologies

Motion: That the proxies, attendance and apologies be accepted.

Proxies

Forbes Kart Club
Grafton Sporting Car Club
Griffith Kart Club
Gunnedah Kart Club
North Shore Kart Club
Sapphire Coast Kart Club

Carried By

Orange Kart Club
Lismore Kart Club
Wagga & District Kart Racing Club
Tamworth Kart Club
Newcastle Kart Racing Club
Chairman

Attendance

Canberra Kart Racing Club
Central Coast Speedway Kart Club
Coffs Harbour Kart Racing Club
Combined District Kart Club
Dubbo Kart Club
Goulburn Kart Club
Grenfell Kart Club

Lismore Kart Club
Manning Valley Kart Club
Newcastle Kart Racing Club

NSW Speedway Kart Club
Orange Kart Club
Port Macquarie Kart Racing Club

Sydney Kart Racing Club

Tamworth Kart Racing Club
The Endurance Karting Association

Gary Pluis
Trish Maastricht
John Martin
Bob Blackman
Arthur Mortimer
Chris Tidyman
Graham Card
George Thompson
David Greenshields
Allan Fry
Ross Robertson
Derek Ferry
Tony D'Annibale
Tony Johnson
Shane Farrowell
Tracy Stewart
Robert Brown
Bob Baker
Marta Laybutt
Paul Hull
Terry Conlon

Vintage and Historic Karts Australia
Wagga & District Kart Racing Club
Wollongong Kart Racing Club

President
Vice President & NKC Delegate
Treasurer
Committee Member Metro
Committee Member Country
Committee Industry Member
State Secretary
Clerk of Course Coordinator
Assistant Clerk of Course Coordinator
Assistant Technical Advisor
Tribunal Registrar
State Track Inspector
Junior Development Officer & Assistant
Steward Coordinator
Competitor Relations Officer

Allan Savins
Gayle Murphy
Jeff Tresidder
Steve Southwell
Richard Erdmann
Bob Gallagher
Max Laybutt
Simon Whiting
Wayne Robinson
Chris Dell
Karen Newton
Steve King
Kim Freer
Les Allen
Ron Harradine
Tom Nipperess
Russell Grimson

Terry Conlon

Apologies

Eastern Creek Karts Pty Ltd
Junior Development Officer Position 2
Publicity Officer
Officials Publicity Officer
Raleigh Sprint Kart Racing Club
Stewards Coordinator
Speedway Track Inspector
State Technical Advisor
Western Zone Track Inspector
Ulladulla Districts Kart Club

Troy Hunt
Rob Gallagher
Warren Henry

Judy Preen
Jeff Burton
Trevor White
Dick Catford

Moved Newcastle
Seconded Port Macquarie
Voting 24-0-0
Motion Carried

Item 2 - Acceptance of digital recorder

Motion: That the digital recorder is accepted to assist with recording the minutes.

Moved Sydney
Seconded Newcastle
Voting 24-0-0
Motion Carried

Item 3 - Open meeting to observers

Motion: That the meeting be open to observers except where it relates to legal matters.

Moved Teka
Seconded NSW Speedway
Voting 24-0-0
Motion Carried

Item 4 - Confirmation of Minutes

Item 4a - Confirmation of August 2007 AGM/SKC Minutes

Recommendation: That the minutes be accepted.

Moved Sydney
Seconded Port Macquarie
Voting 24-0-0
Motion Carried

Item 4b - Confirmation of March 2008 SKC Minutes

Recommendation: That the minutes be accepted.

Moved Wollongong
Seconded Central Coast Speedway
Voting 24-0-0
Motion Carried

Item 5 - REPORTS

Item 5a - President – Richard Erdmann

Karting in NSW has been reasonable over the last twelve months. It has started to tighten up a little bit in 2008, due to interest rates and fuel.

We have had very few issues as a state; things have been traveling along quite well. All the clubs have been following the rules and policies that are set down by the state as much as they can. We will always have the odd thing happen and the Executive and the Officials Panel try to deal with that in a fair manner.

Financially there will be some changes which Max will go through. As you are aware we work on a basis of a revenue neutral income for the state, which now has to change because we are losing money. It won't be a huge change but we can't go backwards and loose what we have worked so hard for over the past six years.

We would like to have more officials going through the system. Over the past three years we have probably lost one third of the total number of officials and those that are out there are being worked very hard. I would really encourage the clubs to try to get people to do the course and become grade threes and fours, to assist at your own club instead of bringing people in. It is down to a small group of around thirty people who are trying to do the whole state, even

though we have around two hundred officials. If clubs bring in lower grade officials it would take the pressure off.

I would like to thank all the clubs for their efforts at the SKC meetings over the last twelve months; they have been very constructive in the outcomes that we have achieved. Every body has abided by the policy for proxies, enabling us to get good balanced outcomes. So thank you one and all.

Item 5b – Vice-President & NKC Delegate – Bob Gallagher

The past year has seen some ups and downs in our state karting. Probably the biggest reaction I have seen for a long time were the changes made to the engine specifications for the Midget class, with the expiration of the Comer S at the end of 2008 with specification changes to try and control the engine technically against cheating and the enlarging of the restrictor allowed on the J engine. The Comer S engine's demise was predictable with the cease of manufacture over 2 years ago. In an effort to try and achieve parity of the Comer S, SW & Yamaha J is where it all seemed to go wrong and it seemed to be the change of restrictor in the J that is the problem. This has most definitely caused a down turn in our numbers this year to date. After many appeals to the NKC on behalf of NSW karters some changes were achieved at our last meeting April 2008 but in my opinion not nearly enough has been done and the future will reveal whether I am right or wrong. The big problem in this class is 3 engines and this will always prove to be very difficult to achieve parity. This class is still high on the agenda with the NKC.

The problems with the J Max class during 2007 and into this year have to me been a great disappointment. The blame for these problems does not belong to one entity but a number of areas that just can't seem find resolution. Hopefully the meeting in June will bring some good news. I can only apologise to those Juniors and their families for the delay but I think in the end the class will better because of taking the time to get it right for the long term.

On the up and more positive side, the introduction of the 125 restricted class has proved to be a great success and will only continue to grow as a major class for entry level competitors in the future.

Bam Media the AKA media company have certainly taken karting to the masses with much more exposure, both in and out of general motor sport media and this I hope will be represented in a growth of licence holders in the years to come.

The implementation of new technologies in licencing, event management and technical control are slowly coming into the sport and the future looks very exciting, Max Laybutt has put a lot of effort into this and should be remembered for this. Well done Max.

To my fellow Executive Members, coordinators, office staff Karen, Debbie & Deb

and all those in this state that continue to make this sport what it is, thank you for help and support over the past year.

Regards
Bob Gallagher

As most of you would be aware we had the disappointment where we had to remove two officials from the National Karting Council, I can assure you that it was in the interest of karting that that was done. From what I have seen, is that since that has happened the politics have gone and the delegates are now discussing real issues that do concern the karters.

I thank the clubs who have nominated me for my position unopposed; this means that I've the confidence of the council, which I appreciate.

The midget class has been an ongoing discussion of the NKC I think the changes to the weight of the J Class have made some difference but we still do suffer the problems of having three engines. There has been discussion at the NKC of introducing a single engine into the class with on board starting. We want this to go out to the general karting community for comment so that we get all the feedback and make sure that we get it right. It's not going to be rushed with a possible compulsory implementation date of 2012, so that we don't affect the current generation. In the long term we would like to see a proposal where the engine would also go into rookies and juniors with some minor changes. It would go out to everybody for comment and eventually a decision would be made. At the moment it is with Industry to come up with suggestions of products that are available throughout the world that would suit what we want to do and they are coming back to us at our meeting in August and we will be able to report back from there.

It is a good idea to keep an eye on the national website for the minutes of these meetings.

On behalf of my son Rob who is unable to attend to day. This council gave Rob a great opportunity, since his accident and I'm very proud that he fulfilled the job the way he did and thank you for giving him the support to be able to do what he did.

Item 5c - Treasurer – Max Laybutt

What a great effort to have a full set of Audited accounts ready for acceptance in less than 19 days after year's end. A real credit to our Auditors, Berger Piepers, However they could not have done it without the Hard and Dedicated work of our Office staff who now have a total understanding, and far better control of our accounts.

From Me personally, and I am sure all of you, to all the Office staff, THANKS,
Great team Work.

Now down to business;

Our Budget for this year was for a small surplus of \$18.60

The Audited accounts show a loss for the year of \$10,082.00.

There are several reasons for this and some are as follows;

- 1) The cost of Postage was increased dramatically by our decision to include the manual into the licence mail out; it caused a huge rise of approx \$7.25 per licence a possible total of \$15225. This to our overall expenses.
- 2) Some mistakes in the original budget with regards to the correct placement of GST supplied.
- 3) The costs of some Computer Replacements and adjustments of the new accounts package necessitated some added amounts.
- 4) Generally while the official / scrutineering schools are working in really well, there needs to be a little more effort and consideration to the consolidation of some of these events to enable the costs to be kept to a minimum.
- 5) We have purchased, and still have rather large stocks of saleable items such as, Restrictor Plates, Engine Seals, (3.5K Imported) chassis tags etc, these are still on hand due to the amounts needed to be purchased, these will aid next year's figures for we will not need to purchase some items for a long time.
- 6) Clubs need to get a little more organised with their requests for Meeting approvals, and then the reporting of same back to the Office for there has been some very "Seat of the Pants" approvals due to club "Slackness" in some instances.

This year licences were up by a total of 14 at 2197, while the participation rate also rose a total of 1241, from 14243 last year to 15484 this year

With due regard to all the above we have prepared a Budget for the coming year, and to maintain a stable situation some increase in basic costing will be required, we must realise that while the interest on our investments have kept us viable, we should not rely on that for general revenue into the future.

Facts are that this year with a 10K loss, and an extra estimated 12K for postage we need to increase our income if we are to continue to supply the clubs with the service from the office that they are now enjoying.

For that reason the presented budget contains an increase in Licence fees of \$7.00, and an increase in Race Entry Fees of ~~\$1.50~~ \$2.00.

Licences have been decreased in costs over the past few years, and it is not unreasonable to assume that they must now be increased to accommodate all our rising costs.

Likewise Race Entry Fees at most clubs have been increased over the last few years while we have not needed to make any adjustments to our charge from head office, and so it is time to adjust our revenue thoughts accordingly.

I would conclude by also offering a very sincere thanks to all the staff for their major assistance in getting the new plastic licence card to a point where it is close to being a reality, our office has played a major role in setting the parameters required, and testing of the cards to ensure their success.

Increase licences by \$7.00
Increase permit fees by \$2.00
\$2,202.00 profit after these increases.

Item 5d – Metro Committee Member – Simon Whiting

I would like to acknowledge the Officials Panel; the work they have put in over the last twelve months has been extremely encouraging. I think the status and stature of officialdom and where we are trying to head over the next twelve months has been enhanced. The new recruiting publications and circulars that have gone out have been great.

School attendances were around 211 this year, down nearly 90 from the previous. We are starting to see some of the clubs feeling the impact of that; it is unfortunate that some race meetings have been cancelled.

We are trying to lift the stature of all officials so it is not an, us and them attitude between us and the competitor and break down some bridges.

To Steve King, Ron Harradine, Judy Preen, Kim Freer, Russell Grimson, Barry Fisher, Jeffrey Burton, Trevor White, Warren Henry and Les Allen. Thanks very much for all the effort that you have put in. We have had extraordinary meetings at times and some of the issues have been quite complex that we have dealt with. The sport could not operate without you.

We were short a National Technical Coordinator, it's a daunting job and Trevor White is to be congratulated on stepping up in an acting capacity to fill the breach through to the AGM in August. On a national basis, well done.

I think it has been a pretty good year so thank you very much.

Item 5e – Country Committee Member – Wayne Robinson

In the country area things are starting to turn around, we are starting to increase in numbers. The Southern Zone seems to be a popular event that is happening.

The recent one at Forbes was the most entries they have ever had at a meeting and the publicity was great. Henry Jones was racing at 82; he got good coverage on the local TV. I think that this committee should acknowledge some of these older drivers who have been around for a long time and give them a bit of recognition.

The Come and Try Trailer has got to help membership increase. One of the main issues that came up at our special country meeting was country clubs having to come to these meetings and the costs involved. We got that reduced and it seems to be working now with the attendances that we are getting.

Another issue that was raised at the Country Club Meeting was to split the Country Committee Member position and have different representatives for different zones. Metro have about six clubs and country about twenty, I feel it is something we need to look at. There is just not an open cheque book to go traveling around all the clubs and all the country and to be fair I think we should look at splitting it. You get down to 10 clubs and then bring in another member and then with the three members on this committee it would spread it out and make it easier.

I would like to thank the Executive; it has been interesting over the last couple of years. I think we are going ahead and the country seems to be improving with the results of the meetings and the Zone meetings seem to be getting stronger.

Thank you.

Item 5f – Industry Member – Chris Dell

The airbox is in full motion and I would like to thank all the clubs for putting up with a couple of hiccups. Now that it is settled and in full motion it appears to be very successful. At the nationals this year the majority of drivers were testing three or four airboxes, at the recent Queensland state championships that was a non issue. Everybody had the one airbox; it was a good cost and time saver.

There has been some concern regarding the clutches. The industry as a whole is working on a few of those issues. Some of the issues have been the possibility of the starters on the grid, we are working on a universal bracket to be able to mount starters on the kart trolleys this will assist a lot of clubs.

Industry believes that clutches are good for the older karter, the new karter and it will be a lot better for them at race meetings. If any clubs have any particular concerns, let me know and I'll take them back to KIAA, the kart industry and we can try to help to resolve any issues you might have.

Item 5g –Stewards Coordinator – Judy Preen

Ron Harradine addressed the SKC on Judy's behalf:

I'm sure that Judy would like to thank all the people that helped out as trainers this year. We haven't had too much to do with uncontrollable officials, everything has been going pretty well. As Richard said earlier it gets down to a very few people doing a lot of race meetings. We need people to come through, we have just re graded some of the people up to three and two's to allow these people to act as stewards at major meetings. We do have a lot of people who come to training schools and only wish to do their own clubs which is fair enough it means that they become independent and not have to import officials.

Item 5h – Clerk of Course Coordinator – Steve King

The last two years the Officials Panel guided by our Chairman Mr Whiting, set upon a course to raise the standards of training and the conduct of officials to remove the barrier of us and them from the race meetings where we were trying to work with officials. I believe we have gone a long way towards that. Obviously in doing that we trod on a few toes in relation to grading. We now set a standard, it is not a matter of attendance, it is a matter of being to a standard to operate at the grade of official that it may involve and that we allow you to officiate at. We have reduced the number of complaints that we receive about officials. Also from the competitor's point of view when they are being dealt with, they are being dealt with, reducing complaints from the competitors to the state office. That has been very positive thing over the past few years and we intend to continue that way.

Obviously training is something that we are looking at and we need to move into the twenty second century to make it easier for people to renew their accreditation on the internet. It's something that we are chipping away at it, is not something that will happen quickly.

The official's newsletter which is going out now has been well received and I congratulate Warren Henry on that, he has done an excellent job.

In the overall picture we are dealing with matters more efficiently now and we are out there trying to promote officials, obviously not everybody gets the level they would like but we are trying to maintain the highest possible standard.

I would like to thank you very much for the past two years and I look forward to the future.

Item 5i –Technical Officer – Trevor White

This year has been a very eventful year for the NSW Technical Team with the team making a great effort to service mostly the country clubs which hasn't happened for a few years. The response from the clubs has been outstanding with attendances at the scrutineering schools.

The team has also had members invited to the National Championships and the Queensland State Championships. Which goes to show that the efforts put in by

members of the team has not gone unnoticed by the national body as well as other states. This shows that NSW is the leading state when they want our people to help run there events.

The flying squad members have also been active throughout the state with some mixed results. A few initiatives by members of the team have been implemented and in time will come to fruition.

Again thanks to all the team members for their efforts in supporting both Les and myself this year, it is very much appreciated. To Karen and both Deb's in the office a big thank you for your support through out the year which makes the job so much easier.

Regards
Trevor White

Richard Erdmann thanked Trevor for the effort he as put in over the past twelve months he has done a great job together with Les Allen and the rest of the Technical Tea. They really have tried to move the technical side of the sport forward and spread it out right across the state. So thank you to them.

Item 5j – State Track Inspector – Tom Nipperess

First I would like to thank the members of the S.K.C. for their assistance and cooperation during my time in this office.

I would also like to take this opportunity to remind all clubs that it is your responsibility to maintain your ongoing track licence. We can do your track inspection and coordinate with NSW Sport and Recreation; however you are required to assist by ensuring the local police tender their report to NSW Sport. The problem that has persisted over the past few years is that clubs are getting to the conclusion of their annual track licence and then find that the necessary paper work has not been forwarded to NSW Sport and Recreation. This creates unnecessary extra work of the state office.

A big thank you also to the majority of clubs for their cooperation in getting the inspections done. It is not an easy task for the track inspector to ask for what must appear to be trivial at times, however we do have the safety of the karters as our paramount consideration.

Regards
Tom Nipperess

Item 5k –Tribunal Registrar – Ron Harradine

During the year we have had quite a number of tribunals, we send out the results of every tribunal to the clubs so every body knows what goes on. We have had a

couple of nasty ones. It is very discerning when drivers come in and leave with such an attitude.

Again I would like to thank people; I would like to thank all the people that participated on the tribunal panels. It is not an easy task I feel for some of the chairman that have to hand out the penalties at the end of the night. It doesn't stand them in good stead with some of the drivers. But that is the job we do. I would like to thank Steve King for the effort he puts in being the prosecutor, we win a lot of cases and we loose a few.

Item 5I – Junior Development Officers – Russell Grimson & Troy Hunt

The past year has been an on going progression in the Junior Development Program with 2 successful training events and on going popularity.

The first camp held over 2 days in January with 86 kids from all over the state was highly successful and the kids and their parents having a great time and hopefully learning from the experience.

The second training day held in July with 30 kids from the northern zone area was also successful.

We have in train a change and improvement to the overall program for the 2009 with new subjects including a segment on sports rage.

I do have some concerns what has transpired within the midget class over the last year or so and as Junior Development Officer I am concerned by the trends from some parents of making it a championship class. I remind parents and club officials that the midget class was introduced as a introduction to karting and learning experience for young drivers to learn the principles of karting not a class where the parents can live there own fantasy's through their kids. Come on give the kids a chance lets not burn them out early, we need to keep them long after their careers as juniors. They have plenty of time as there are many drivers within our sport approaching seventy years and still enjoying karting.

Some clubs have introduced programs and events for our juniors which is becoming popular and it is great to see clubs have taken up the challenge. I pay tribute to them for their efforts. But to ensure our programs are successful we need to coordinate all of our efforts and again I need all clubs who have a Junior Development Officer to please advise the state office of who is the JDO so we can all work together. I have requested this information for the past 3 years.

I remind Country clubs that we wish conduct **2** regional training days one in the northern zone in the July school holidays and one in the southern zone in the spring school holidays or on a weekend in the spring term. Therefore please program your dates into the 2009 state race calendar so we can all work together for on going progression and further junior development.

Finally I would like to thank all those people and clubs who have worked and assisted with the Junior Development Program over the past twelve months, without your assistance our program would not be as successful as it is. On behalf of all the kids who has benefited we all say thank you.

Russell Grimson

I still appeal to the clubs to appoint a Junior Development Officer so that we can all work jointly together to improve what we have already started in NSW and I think we are leading the nation in Junior Development.

Richard Erdmann – The junior Development Team have done an outstanding job this year and the camps have worked exceptionally well.

Item 5m – Publicity Officer – Rob Gallagher

Richard Erdmann addressed the SKC on Rob's behalf:

Over the past couple of years Rob has been publicity officer. During the last twelve months it has been a pretty quite role, he has been busy with his personal life. Rob has done an outstanding job with the promotional events that he has orchestrated and pulled together, the write ups in NRMA and various newspapers and magazines. Through these we have actually seen an increase in the number of karters after every one those efforts.

From the Executive, I know he is not standing for the job again this year but I would really like to say a heart felt thank you. He has done an outstanding job and he has really put back to the sport. Thank you.

Motion: Acceptance of all reports

Moved Port Macquarie
Seconded Wollongong
Voting 24-0-0
Motion Carried

Item 6 – Presentations

Item 6a – AKA NSW Live Membership Presentations

Graham Card
Dave Greenshields

Richard Erdmann addressed the SKC: Dave and Graham have put in an extraordinary amount of effort into this sport over the years and it doesn't matter where you walk in this country they are known from one end of Australia to the other. They support the fundamentals of what karting is, that we are all out there

to do the best job we possibly can and to be friends at the end of the day. We all have jobs to do and they do their job very well.

It epitomizes what the sport is. They have done a fabulous job over that period of time they always come to the floor when you ask them, I've never known them to say no. They have always been there when the chips are down and we need assistance. For that I thank them dearly and I hope they stay in the sport for many years to come.

Item 6b – Industry Appreciation Presentations for Come and Try Trailer

These are for people who have specifically helped AKA NSW over the course of the past couple of years. Whenever we have asked for their help they are the first ones to stand up and come to our aid.

Specifically in our quest to get our Come and Try trailer together, without them we never have got it off the ground.

Item 7 – ELECTION OF POSITIONS

Item 7a – Appointment of Scrutineers

Graham Card, Dave Greenshields and Marta Laybutt appointed as Scrutineers.

Item 7b – Election of Executive Positions

Executive Positions	Nominee	Result
Vice President	Bob Gallagher	Duly appointed
Country Member	Russell Grimson Wayne Robinson Tracy Stewart Derek Ferry	Duly appointed
Industry Member	Chris Dell	Duly appointed

Item 7c – Election of State Positions

Official Position	Nominee	Result
Assistant Stewards Coordinator	Russell Grimson Trish Maastricht	Nomination not accepted Duly appointed

Motion: Accept nominations from the floor:
Motion Lapsed

Clerk of Course Coordinator	Steve King	Duly appointed
-----------------------------	------------	----------------

State Technical Officer	Trevor White	Duly appointed
State Track Inspector	Tom Nipperess	Duly appointed
Junior Development Officer Position 1	Russell Grimson Ron Harradine	Duly appointed Nomination not accepted
Competitor Relations Officer	Terry Conlon Terry Conlon Terry Conlon	Duly appointed
Publicity Officer	Rob Gallagher Russell Grimson	Appointed in the Interim
State Tribunal Registrar	Ron Harradine	Duly appointed

Motion: Accept all election results.

Moved Manning Valley

Seconded Newcastle

Voting 24-0-0

Motion Carried

Motion: Destroy the ballot papers.

Moved Sydney

Seconded Goulburn

Voting 24-0-0

Motion Carried

Item 8 – Appoint an Auditor

Motion: Auditor for 2009 to be appointed. The Executive recommends the appointment of Berger Piepers Chartered Accountants.

Moved Dubbo

Seconded Manning Valley

Voting 24-0-0

Motion Carried

Item 9 – Review of State Policies

Motion: Adopt the amendments to the State Policies as shown in red on the circulated document including any typographical matters regarding nomenclature of licences.

Senior Performance Class

Drivers limitations - amend to read provisional D.

Moved Dubbo

Seconded Wagga

Voting 24-0-0

Motion Carried

Note for Clubs: For any events that are held on clubs circuits that are not AKA sanctioned events. Clubs need to apply to NSW Sport and Recreation for an amended track licence.

Item 10 – Agenda Items

Item 10a – Temporary Affiliation Suspension Proposed by Executive

Club	Date	Reason
Port Macquarie Kart Racing Club	17/04/08-21/04/08	Prokart Event
Wagga & District Kart Racing Club	02/05/08-05/05/08	Stay Upright Motorcycle Techniques Event
Manning Valley Kart Club	04/07/08-07/07/08	Prokart Event

Motion: Dates noted by SKC.

Moved Dubbo
Seconded Wagga
Voting 24-0-0
Motion Carried

Item 10b – Licence Discount for Active Officials Proposed by Officials Panel

Carried over from the March 2008 SKC Meeting (Item 6e)
The Officials Panel recommends that active officials receive a discount when they renew their competition licences.

Motion: Accept the recommendation from the Officials Panel.

Motion to be reworded to either a discount on race entry or a licence renewal discount of up to \$15.00. To be resubmitted by the Officials Panel at the next SKC meeting.

The Officials Panel has advised that no further action is required.

Item 10c – Paperwork Proposed by Executive

Carried over from the March 2008 SKC Meeting (Item 7b)

Motion: The state policy states that you apply for your race permit and sup regs six weeks prior to meetings, which may be excessive. Please submit them within the calendar month.

Official's panel to amend the state policy to include a fine system to be implemented 1st May 2008. The amended state policy is to be distributed as a postal vote.

Race Permit and Office Procedures amended – Refer to State Policy Disc.

Item 10d – Nominations for AKA National Officers – 2008 AGM Proposed by Executive

Official Position

National President
National Vice President
National Treasurer
National Secretary
National Events Administrator
National Technical Coordinator
National Officials Coordinator
National Track Safety Coordinator
National Medical Officer
National Tribune Registrar
National Publicity Officer
AKA Delegate and Co Delegate to CIK
Members of IKC (3 – three)

Nominee

Richard Erdmann
Simon Whiting
Max Laybutt
Pam Arnett
Pam Arnett
Trevor White
Brian Sparrow
Mick Stott

Ron Harradine

Craig Denton

Motion: Accept nominations.

Moved Central Coast
Seconded Canberra
Voting 24-0-0
Motion Carried

Item 10e – Clutches**Proposed by Coffs Harbour**

A.K.A. NSW.

SKC Meeting

Attn: Karen Newton.

Dear Karen,
Hi,

Coffs Harbour Kart Club members have certain concerns about the clutches being introduced, these being,

- 1/ People on the grid with heavy starters with long protruding shafts is potentially dangerous, especially as they are on the side of the kart and not behind as a pusher is.
- 2/ Why not a controlled clutch? Are we all going to have to buy a controlled one a year later and waste even more money, like air boxes, where a filter could have sufficed?
- 3/ How does someone start themselves with no pit crew, even in private practice.
- 4/ How long until electric start is introduced and all the clutches become obsolete.

5/ Tracks that need a smaller front sprocket such as Coffs will suffer with the heavy classes if the 9 & 11 tooth for J & Clubman don't happen or are unsuccessful, as 90 plus teeth on the rear would be a bit much for clearance.

Yours sincerely
Geoff Goesch
President.

Discussion took place no motion required. Richard then addressed each point from Coffs Harbour:

Point 1. We will have to change the mentality of the grid marshal in that when we have currently mixed classes of traditional sprint karts and clutch karts the grid marshal should be treating it exactly the same as 125's and that is everybody starts their engines and when the grid marshal is satisfied that all or the greater majority have started they then proceed to allow the grid out onto the circuit.

Point 2. The NKC are deliberating about a controlled clutch at the moment, I think in the longer term a single controlled clutch is probably the way it will go but the reality is we don't have enough feed back at the moment as to which is the best clutch to be using. A clutch is not a fixed item it a consumable item. I would suggest that if the NKC do not make a decision at the next meeting, then if it is changed to a control clutch later there would be a phase in period over 18 months, which will be a replacement cycle for a clutch. That way competitors would not be out of pocket in the longer term.

Point 3. They won't be able to start themselves; again it is about grid management. There will be plenty of people standing there with starters, they just need to organise with somebody else to start them. If it is not a panic to get people out of the grid there won't be a problem.

Point 4. Clutches won't become obsolete just onboard starters will become the norm. The AKA are reviewing a suggestion as Bob alluded to earlier on where we are looking at starting that process with midgets, so a common engine from Midgets, through rookies and juniors, which would have an electric starter and clutch on board. That is looking at being phased in with a total implementation date of about 2012 and I would suggest that something along those lines would be for the other classes. But at the end of the day it comes down to industry having the confidence in the AKA that they are going to stick by their decisions.

Point 5. Industry is working on it and they will be available. The NKC at the next conference will be pushing very hard with all the clutch manufactures about 9 tooth drives because they are still used everywhere.

The state supports the implementation date of 2009 it is our ultimate goal that a single clutch be introduced but this depends on where discussions take and lead us at the national level.

Chris Dell will supply some clutches for testing by the speedway kart clubs.

Item 11 – Discussion Items

Item 11a – Magazine Advertising

Proposed by Ron Harradine and Trevor White

Non conforming barrel recoating.

Notice to be placed on the AKA NSW Website.

Item 11b – Karting Licences for Canberra Grammar School

Proposed by Executive

Hello Debbie

What I have in mind is to offer boys at Canberra Grammar School the chance to start karting under my wing. I have found that my school's parents lack the right background and time, so they aren't in the game when it comes to getting their kids started in motor sport. On the other hand I have had a lot of boys since 2000 get race licences and go on with it after school, including careers as race mechanics. My background is pretty well suited to leading them into the sport as I teach Physics and have a B grade licence (actually, as of now "had" is more correct, as I didn't renew in time during my illness) as well a lot of experience playing with sports card.

I plan to take 10 boys in the age range 12 to 17 for a school term (10 weeks), and to put them through a program incorporating 4 separate days at the local track, spread out over the ten weeks. In the past I have taken boys to the track for their first session when there were no other users, and followed that with sessions mixed with other local members. I plan to do the complete program twice per year, so I will be getting about 20 kids each year to the point where they might want to get a competition licence. The reason why I want to do it in 10 week blocks is that experience has shown me that this is about the time it takes for a boy to either be bitten by the desire to take it further, or to lose interest. Ten weeks four track visits is about right for me to keep all of them interested, and learning.

A sticking point is the cost of licences. I need to fully fund this through charges to each boy, and the licence fee component of around \$200 is very limiting for parents given the short nature of the program. I appreciate that insurance is a major part of the licence fee so I know there will remain a significant cost no matter what concessions can be offered, but the bottom line is that the cheaper I can be offered licences (in groups of ten, if need be) the more success I will have in delivering this program to boys. I don't have any idea what is possible, but the exposure to risk is very limited on these practice days, and I have never had an incident at practice leading to a claim. Over the past seven years the Canberra

Grammar claims have been for one broken wrist at Wagga during a race meeting, and I believe I can maintain that record for practice safety. As a teacher, and a Housemaster at that, I am accustomed to keeping an eye on boys and adopting procedures to keep them safe.

I believe I have sketched in the bones of what I want to do, but please feel free to ask me questions either through email or by phone.

Cheers
Terry Werner
Canberra Grammar

Discussion was held regarding the Executive approaching the Insurance Company to see if they would sponsor such an initiative, state wide for schools and take it to the NKC for a possible student licence which would only have an effective period of 10 to 12 weeks.

Motion: The Executive takes this matter up with the relevant government departments and report back to the SKC on the success of their endeavor.

Moved Sydney
Seconded Port Macquarie
Voting 24-0-0
Motion Carried

Item 12 – Late Agenda Items

Item 12a – National (AKA) Speedway Kart Titles Proposed by NSW Speedway Kart Club

To:
Members of NSW State Karting Council
Members of National Karting Council

Subject:
Application to introduce and conduct the inaugural National (AKA) Speedway Kart Titles

History:
The NSW Speedway Kart Club Inc was formed in 1991 and affiliated to the AKA (NSW) in 1992.

In the 18 seasons since formation, speedway karting has grown to be a formidable division of karting, with in excess of 150 (AKA) licensed members in NSW. At present, NSW is the only State where speedway karting is conducted under AKA licensing and control.

There are 2 AKA affiliated clubs in NSW that are involved with speedway karting, these being NSW Speedway Kart Club and Central Coast Speedway Kart Club.

There is a growing band of speedway karting participants in other states, but as these currently race as support to “main stream” speedway meetings (and are not the promoting club) they race primarily under NASR control.

There are speedway karting clubs / groups that race in NSW, Victoria, Queensland, Tasmania, South Australia, Northern Territory and a new group formed in Western Australia this year.

Speedway karting is recognized as a very important training ground for the future of main stream speedway, and maintains a high media profile in support of this. In NSW alone we have many drivers who learned their track craft with NSWSKC and have since gone on to be the new stars of speedway seen regularly at Parramatta City Raceway in V8 Sprintcars, Speedcars and Litresprintcars in particular.

In 1992 the NSW Speedway Kart Club introduced the NSW Speedway Kart Titles, and this has seen growing participation each year. The event is now promoted alternate years between the 2 NSW speedway kart clubs (NSWSKC & CCSKC).

Proposal:

The NSW Speedway Kart Club strongly believes it is timely to introduce an **AKA Australian Speedway Kart Title** to the calendar of events, and formally request support from NSW State Council and National Karting Council for this to commence in 2009 and be promoted by NSW Speedway Kart Club Inc.

There has been a NASR Australian Speedway Kart Title held each year since 2000, but not one specifically for AKA licensed members (or promoting all AKA Speedway Karting Classes).

The NSWSKC have the strength in membership and infrastructure to successfully promote and conduct this event.

NSWSKC race at Nepean Raceway, which is owned and controlled by Nepean Motorsport Club.

Such is the support received from Nepean Motorsport Club, that two years ago, two new tracks were constructed primarily for speedway karting and these tracks are professionally prepared and maintained for each NSWSKC race meeting.

2009 is the 50th Anniversary of Nepean Raceway, so the introduction of the inaugural AKA Australian Speedway Kart Title in this year of celebration will add greatly to the promotion of the venue and those of us who share the facility.

The Executive Board Members of Nepean Motorsport Club fully endorse this proposal by NSWSKC with June long weekend 2009 already reserved as event date in the calendar.

The NSW Speedway Kart Club look forward to your favourable response to this request, so that we can further promote and develop our division of karting to all AKA licensed drivers.

Wayne Baines - President NSW Speedway Kart Club Inc.

Kim Freer – VP NSW Speedway Kart Club Inc. / AKANSW Assistant Clerk of Course Coordinator

Tony Johnson – Life Member NSW Speedway Kart Club Inc. / AKA Delegate

Jeff Burton – Life Member NSW Speedway Kart Club Inc. / AKANSW Speedway Track Inspector

Motion: NSWSKC move the motion to hold a National Title.

Moved NSW Speedway
Seconded Goulburn
Voting 24-0-0
Motion Carried

**Item 12b – Flag Requirements
Proposed by NSW Speedway Kart Club**

Clarification required for Flag Day prior to race requirements under Addendum No. 15.

Flag marshal duties can be done at any time prior to upgrading to grade C.

**Item 12c – Non AKA Events
Proposed by Executive**

Motion: All Applications/negotiations are to be handled by the State Office for any AKA NSW licenced circuit that is to be used for kart racing.

The minimum fee is \$4,000.00 plus GST per day for country clubs and \$6,000.00 plus GST per day for metropolitan clubs and Canberra Kart Racing Club.

Moved: Wagga
Seconded: Lismore
Voting: 24-0-0
Motion: Carried

**Item 13d - Fee Increases
Proposed by Executive**

Motion: Accept the budget.

Moved: North Shore
Seconded: Goulburn
Voting: 21-0-3
Motion: Carried

**Item 13e - SKC Meetings
Proposed by Lismore**

Motion: That future SKC meetings be classified as training as well as general meetings as NSW Sport and Recreation will subsidise the country clubs for attendance.

Motion: Carried

**Item 13f - Country Delegate
Proposed by Orange**

Orange asked about splitting the country delegate position.

The country clubs to discuss if they would prefer a co delegate or to form a committee where there are a number of delegates that are looking after the respective regions. One involves a constitution change which should be avoided if possible. Another could be under the Officials Panel. If a couple of clubs can come up with suggestions for our next meeting we can certainly implement them. If you want to go down the road of constitution, it will probably take six to eight months to get it through. You really need to decide which way you would like it to go. Possibly a small committee and they are answerable to the committee member, that committee member chairs the committee.

**Item 13g - Scrutineer Schools
Proposed by Orange**

The Executive will discuss with the Technical Team a simplified method for basic scrutineering, not including engine measuring but basic scrutineering for club days.

**Item 13h - Pink Plates
Proposed by Canberra**

Discussion was held regarding the pink plates that are issued at the Ladies Meeting at Combined Districts Kart Club.

Bob advised that he would add it to the National agenda for the pink plate to be accepted outside of the national breast cancer fund raiser event. It is a significant charity occasion that is for a nationally recognised charity which does great favours for both karting and the charity.

Motion: The pink plate is accepted as the ladies plate and can be on a kart in the state of NSW.

Moved: Canberra
Seconded: Lismore
Voting: 20-1-3
Motion: Carried

Next SKC Meeting 18th October 2008.

Meeting closed 3.18pm