



Australian Karting Association (NSW) Inc

Annual General Meeting & State Karting Council Meeting Agenda

Saturday 31st July 2010

Panthers World of Entertainment,
Mulgoa Road, Penrith
Commencing at 9.00am

AKA NSW ANNUAL GENERAL MEETING AGENDA

Item 1 - Confirmation of attendance, proxies and apologies

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

Proxies

Carried By

Attendance

Apologies

Moved
Seconded
Voting
Motion

Item 2 - Acceptance of digital recorder

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

Moved
Seconded
Voting
Motion

Item 3 - Open meeting to observers

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

Moved

Seconded
Voting
Motion

Item 4 - Confirmation of July 2009 AGM Minutes
Recommendation: That the minutes be accepted.

Moved
Seconded
Voting
Motion

Item 5 - REPORTS

Item 5a - President & NKC Delegate – Stephen King
Dear Members

On Saturday, the 6th of February, 2010 I was appointed by the SKC to the position of President. Also there was a major change in the Executive. I am extremely pleased to report that the State Executive are working as a united team and in the six months since our appointment a positive change has occurred in the administration of our sport.

The introduction of Industry meetings has been positively received and the representatives are making a constructive contribution to the sports administration. We have established more effective communications and this will result in a stronger relationship between the State and Industry.

A meeting was held with Prokart and the NKA and as a result we now have effective communications between all parties and this will result in a more encouraging attitude by all parties. A recommendation has been placed before the SKC to recognise Prokart Licences for the purpose of practice.

We have seen the introduction new State Policies on Duplicity of Duties (State/National), Late Agenda Items, Fixed term of Office and NKC Delegate vote as directed by State.

The CMS License System and Timing System have been introduced and we have had mandatory transponders for approximately one month. This has been positively received and we will see more and more advantages as time goes by. As with all systems it has not been without it's clichés, however the constructive attitude shown by those dedicated club members who are Race Secretary's has seen the system improve and the clichés removed.

The Closed state Titles were introduced for the first time this year and were run by three clubs as a joint venture. These being Coffs Harbour, Manning Valley

and Newcastle. The venue was Raleigh International Raceway, special thank to Mr. Chris Piggott for his support and cooperation. My thanks to all those who put in the hard yards to make the meeting a success.

The CIK had two visits to our State, that being Newcastle and North Shore Kart Club/Eastern Creek International Raceway. My Thanks to all the Club Executives and members that made these two meetings the jewel in the crown of CIK. Those who attended the meeting could not fail to be impressed by the whole event. These events had a positive impact on karting with our State and we gained a higher profile in the main stream media. One must acknowledge the efforts of Mr. Peter Galvin and Lee Hanatschek.

The reintroduction of racing at Wollongong had a very encouraging impact on karting within the greater metropolitan basin and the south coast. Please encourage your club members to pay a racing visit to Wollongong, as they need our support.

The Speedway clubs have been steadily growing and extremely active in promoting our sport. The State Titles were run at Nepean Speedway and the National Titles run at Central Coast Speedway. Both were very successful events.

I have attended two National Karting Council meetings as the Delegate since taking office and have been ably assisted by Mr. Peter O'Neal. I believe that we have had a very constructive input into the decision making process. As you are aware, the position of National Karting Council Delegate is to be decided at the AGM. We have received two very high class nominations, they being Mr. Peter O'Neil and Mr. Bob Baker and I am confident that whoever is appointed will be an exceptional delegate.

The Junior Development Program is currently under review and I look forward to the clubs having a positive input. I must commend the Combined Districts Kart Club and Tamworth Kart Club on running very successful camps.

There are many items as work in progress, but some worth mentioning are "Training Class" for 5 to 7 year olds. Strategic planning for 5 and 10 year plans, 2011 Calendar and a new State Series.

I have made a concerted effort to attend race meetings and talk to the competitors and officials. These being Dubbo, Tamworth, Port Macquarie, Coffs Harbour, Wollongong, North Shore, Grenfell, Combined Districts, Newcastle and Raleigh. These visits have been well received and I have gained valuable information to assist with planning.

I was fortunate enough to be invited to the Combined Districts Breast Cancer Presentation Night. The efforts by this club and all those drivers that supported

the event are truly outstanding. They have raised in excess of seventy thousand dollars. Well done, Combined Districts and keep up the good work.

We now come to an election of Executive members for the positions of Vice President, Country Delegate, Assistant Country Delegate. I commend to you the incumbent members Mr. Derek Ferry, Mr. Tony Agland and Mr. Steve Fisher. As I have said previously, we have a united and dynamic team that are moving karting forward in this State.

Thank you for the opportunity of serving this sport that we love and I look forward to the challenges of the next twelve months.

Yours in Karting
Stephen King
President

Item 5b – Vice-President – Derek Ferry

It has been a busy six months since I have been in the position of vice president.

I'm pleased to say that the new Executive is working well together in our various roles to move karting forward in NSW.

I recently attended the industry meeting held at the state office; it was interesting to hear the views of the trade on how they believe the sport can be improved for the future.

One of the new roles I have taken on since being elected is that of chairman of the Officials Panel, the role of the panel is a challenging one. Our challenge is to allow more officials access to bigger meetings so they can gain the necessary experience so that they can be upgraded. The problem we face at the moment is it is very hard for officials in the country to get exposure to the running of big meetings and it is also very costly for a small club to bring senior officials to their tracks to run their bigger meetings. The panel and I are now looking at ways of how country officials can travel to the city for more training and how city officials can travel to the country to improve their skills without the total cost being borne by the clubs. The panel will be looking into ways that this can be funded.

The other role which I have continued is that of the come and try trailer coordinator. The trailer is still proving to be a useful tool for the clubs to promote themselves in their communities to gain much needed members. In the last twelve months I do not know of any club that has used the trailer that has not gained new members, so I urge all clubs to continue their use of the trailer. I would also like to thank Chris Dell of CRG Race Centre and George Turton of ARROW karts for their continuing support of the come and try trailer.

I'm still working with Terry Werner from Canberra Grammar School. Terry has been running this course now for three years where he takes ten students and teaches them all aspects of karting as well as eight practice days and one race day. I would also like to thank Canberra and Grenfell Kart Clubs who have been of great assistance to Terry in the running of this scheme.

As I said in the past if any club has a question or problem, please do not hesitate to contact me.

Regards
Derek Ferry

Item 5c - Treasurer – Max Laybutt

Unfortunately I need to write this report before the end of the year so that the girls can get it into the meeting agenda, as such we have not yet received our end of year financial report from the Auditors, and it is that upon which we will construct our budget for the following year.

With all that in mind I would request your understanding, and promise that we will prepare a full financial report, and budget for your information as soon as possible and certainly before the actual meeting so that you will have time to digest the results and make comments upon them at the AGM.

There are still some points which I will confirm and present at the AGM that you should be aware of. I said at the beginning of the year that the loss of a second facility in the Sydney Basin would certainly cost us this year, and will be a major concern going into the future.

As a Guide in 2009 we had, near enough, 14,000 participations, up until the end of May 2010 we had 11500, give it another 400 for June (Coffs was near enough 200) and we have a shortage of 2,100 @ \$13.50 = \$28350.00 which we need to make up.

Contained in the 11,500 was an amount of 1240 for the 2nd Sydney venue, a portion of which should be considered a shortfall, say 50%? 620? Plus 2100, x \$14 = \$38080.00 which we may have to shorten the budget by for the coming year..... Or?

Certainly needs a close watch on spending, and some major discussion to ensure we continue to maintain the good financial position of our past.

I sincerely want to thank you all for your willingness in getting the "CARD" into being, and the transponder issue is fast proving to be a very worthwhile exercise, which will only get better and better as people become more familiar with the system, and our Card Team gets to complete all the goodies that we have planned.

It was pleasing to see that our National Body has approved important expenditure for other card improvements, The Web based Result information section is due for completion in the next few weeks, the latest stewards section will then be worked on for completion of the “on Line” training section, and then the big one..... DATA COLLECTION that is when the BULLDUST stops!

To make this all happen I, personally will need to extend my time on the National Executive for a further 12 months, and so I will be standing for election at the next National AGM so that I can complete the Card program.

Unfortunately, in line with your Presidents policy which you have supported, if I am elected to that position I will need to forgo my position as your State Treasurer. I must say this is disappointing to me for I had hoped to at least see out my current term as your Treasurer however I hope you all understand that the completion of the Card System is of immense importance to me as I sincerely believe that it is already providing tremendous benefits to our sport, and its completion will take our sport into a new and exciting world of true facts which we will be able to better build our sport upon.

I could not complete any report without heaping lots of praise on all of our office girls, everyone knows the undying efforts of Karen, and from my treasurer perspective, Debbie Wilkinson has just been marvellous with the accounting and you can all rely on what she produces for you, Debbie Hutt, well what do you say other than the “Card” system would never have worked without her ever reliable input, and Now Donna who makes you feel welcome the moment she answers the phone, and has taken to our sport with a great desire to learn all she can. To all of them from myself MANY THANKS FOR A GREAT EFFORT.

Max Laybutt
Treasurer

Item 5d – Metro Committee Member – Peter O’Neill

In the few short months that I have been accountable for the Metro Member position I have had the opportunity to help the President and the other members of the Executive carry out the day to day responsibilities that are integral to the success of karting in NSW.

These include decisions that impact on individual karters and individual clubs and on the SKC generally, in addition I have been fortunate to accompany Steve to the National Karting Council conferences where I think we have successfully represented NSW on decisions that affect not only our members and our clubs, but affect the sport of karting both domestically and internationally.

We argued in favour of the track loan for North Shore Kart Club where there was clearly opposition to the loan from some of the other states and in doing so the loan was eventually approved by the NKC.

We also voted in favour of the Grenfell Club and Tamworth Club track loans which were also approved.

I would like to think that we successfully represented NSW and voted in favour of those issues that deserved your support and voted against those issues that did not.

I thank you for these opportunities.

In addition I have been reviewing the current state of racing in the metropolitan area of Sydney and considering how we can consolidate and improve our circumstances.

If we refer to the club participation spreadsheet attached, we can see participation rates for all the metro clubs for the last 7 years. As well as the obvious decline in overall numbers for all metro clubs the single most important figure is the figure for Sydney Kart Club.

If we were to be generous we would expect that with the closing of Oran Park the figures for Sydney will be distributed amongst the remaining metro clubs, which would result in approximately 300-350 additional entrants per club per year.

I wonder if this will be the caseor will those additional karters wander offor simply disappear into the woodwork ?

Another issue for the metro clubs is the lack of a mid-tier competition, a position that was previously filled by the Premier State Cup for the past few years, it would appear that every state in the country has at least one if not more mid-tier series that prepare their karters and officials for competition at state and national championship level, and just more recently for CIK competition.

I put it to the clubs of this SKC that we as the Premier State need to consider the importance of a metro series in preparing our karters, clubs and officials for successful involvement at these levels, and what we as individuals and clubs can do to implement a successful on-going series for commencement in 2011.

AKA NSW Participation Data

CLUB

2003/04 2004/05 2005/06 2006/07 2007/08 2008/09 2009/10

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Canberra	420	827	631	595	870	840	767
Central Coast	334	467	649	420	670	413	430
Coffs Harbour	712	722	704	565	587	463	278
Combined Districts	1242	1499	1532	1281	1706	1412	1314
Dubbo	405	217	244	745	323	430	306
Forbes	132	151	208	40	190	102	0
Goulburn	528	596	639	577	0	0	0
Grafton	223	253	214	205	79	69	219
Grenfell	123	350	248	148	319	157	328
Griffith	429	337	251	286	309	150	235
Gunnedah	152	114	33	83	98	34	16
Holbrook	34	26	0	0	0	0	0
Lismore	529	507	539	544	605	514	318
Manning Valley	415	233	420	578	666	556	419
Newcastle	1192	1240	1476	1502	1476	1346	1069
Northshore	2088	2022	1675	1853	1510	1583	1533
NSW Speedway	382	365	687	637	909	883	592
Orange	387	399	243	325	506	403	278
Port Macquarie	340	276	216	341	666	894	291
Raleigh	166	276	0	0	0	0	92
Sapphire Coast	0	0	142	491	488	328	193
Sydney	959	809	818	1089	1251	1932	1240
Tamworth	227	61	145	170	231	225	300
TEKA	448	483	572	716	640	642	441
Ulladulla	0	0	0	0	0	0	0
Wagga	235	205	104	302	271	316	142
Wollongong	756	1182	1054	750	1114	213	721
totals	12858	13617	13444	14243	15484	13905	11522

Metro
Country



Item 5e – Country Committee Member – Tony Agland

I don't need to tell anyone that karting in Country NSW is struggling for numbers.

Too many classes with too few numbers seems to be one of our biggest issues.

Our karters and officials need to accept that we need to join some classes to provide some interest for the competitors and spectators alike.

On the same subject I think that the competitors need to get together on the wet i.e. Clubman or National or whatever, need to go in groups to which every club can accommodate them. In Other words we need to travel and enjoy our karting to the maximum. Not just stay at home and wonder why other karters are not coming to us.

In the recent past and under the previous state executive, coming up of low volume classes was discouraged, also self scrutineering was not allowed. I am happy to say that now things have changed.

Karting in Australia should be about making it easier and more fun. So we need to make some changes – particularly for country karters.

By the time you read this we should have some things in place to remedy the current problem. We have with the Tag Restricted/C Grade licence issue. Perhaps we can have a local club rule to allow unrestricted entry for tag classes.

I hope everyone is happy with the way the new Executive is operating; many bridges have been or will be mended. We are all willing to listen to anyone with good ideas, such as the karting industry forums and Steve King's negotiations with Prokart to name just a few.

I will leave you all with this thought, we need less rules in karting not more.

Yours faithfully
Tony Agland

Item 5f - Assistant Country Committee Member (North) – Steve Fisher

The acceptance of AKA Executive members being present at race meetings is a small step in trying to overcome the barriers that are perceived by some karters. Whilst I have been unable to attend every Club in the area, the reception, by Karters, of our presence has been generally very favourable.

There have been several “highs” recently for some of the Clubs, the Closed State Titles run by two Country Clubs and ably assisted by a Metro Club, hopefully this positive cooperation by Clubs will continue and benefit all Clubs and Karters. Tamworth is steadily progressing towards the State Titles in October, inclement weather had temporarily suspended track improvements, however, everything seems to be in readiness and the Speedway Club in the same complex commenced proceedings to enable them to be affiliated with the AKA.

While we all like to have the larger meetings to go to, it is important that we remember to help those Clubs that seem to struggle getting reasonable numbers on race days, we need to be aware of other Clubs around us and help them also to survive, not only by entries but help in running their meetings.

Regards
Steve Fisher

Item 5g – Industry Member – Position Vacant

Item 5h –Stewards Coordinator – Judy Preen

Firstly I would like to thank the State Executive for their support of our officials during the year and also thank the girls in the State Office for their assistance.

On-Line Training

Last AGM I reported to you that it was intended to have on-line training for officials in place for the beginning of 2010.

As this “on-line training” will form part of the overall race management/licensing system, however, other parts of the system need to be finalized and in operation before this section can be initiated, so it was “shelved” until the “Stewards’ Section” of C:MS is in use.

The On-line training program has been written, the National Officials Committee just need to decide the information that needs to go into it. I am advised by the State Executive that this on line training should be up and running by the end of 2010.

Stewards’ Section of C:MS system

Now that the timing section is in operation, the next section to be implemented in the race management system is the “Stewards’ Section”.

As we now have the smart-card system, and with that no paper licence log books, the “Stewards’ Section” of the program will have provision for the Stewards of the Meeting to note any penalties, written warnings and suspensions that are issued to competitors at a race meeting. This section will take the place of the Stewards noting the information in the competitor’s paper logbook. It will also have provision for the Stewards to give “upgrade signatures”.

Once the race meeting has been “uploaded” to the State Office this information will be put onto the respective competitor’s licence.

National Conference 5/6 June, 2010

I attended the National Officials’ Committee conference - this Committee is comprised of each State’s Officials’ Co-coordinator and the National Officials’ Co-coordinator).

At the conference we discussed a number of items, each of which were put forward by one of the States, where rules either needed clarification or needed to be looked at with a view to being revised. Some new rules were also put up for discussion.

I thought it pertinent at this time to explain the reasons for the changes which have been implemented immediately, and resulted in the issue of some Addendums.

Addendum 19 – addition to rule 19.22 (a) *“When circumstances permit, the Officials of the Meeting may permit practice / carby session and racing timetable to be segmented.*

E.g. At State and National Championships, practice / carby session and race timetable for the finals may be split to allow practice / carby session and racing for approximately ½ of the total classes, followed by practice / carby session and racing for the remainder of the classes.”

Reason: To allow competitors to practice / carby session in more relevant conditions to their proposed race.

Addendum 20 - new rule -17.11(g) – *must hold a valid (Government issued) driver’s licence to drive a vehicle within the perimeter of AKA licensed premises and the heavy penalty for a breach of this rule.*

Reason: The practice of under-aged, non-licenced persons driving registered motor vehicles within AKA Licenced premises appears to be wide spread and must be stopped. The addition of this proposed new rule 17.11(g) will serve to eliminate this practice.

Addendum 21 - Rule 4.01(c) and (d) – this rule has been changed to include a reference to “on line training”, we also took out the necessity for officials to complete a training school by 30 June.

Reason: with “On-line training” to be implemented shortly, provision needed to be made in the rule. Some States were finding it impossible to conduct all schools prior to 30th June because of the distances to be travelled.

Some other matters discussed were:

‘Job Description for State Officials’ Co-coordinator’ – there is nothing in writing as to what the State Officials’ Co-coordinator’s job description is and to this end Brian Sparrow (National Officials’ Co-coordinator) has formulated a ‘job description’ for this and has asked each State for comment.

“Officials’ Accreditation Procedure” for each level of official i.e. Grade 1, 2, 3 and 4. Brian Sparrow wrote a set of procedures for each and has asked each State for comment.

Race Secretary Procedures Manual

I was recently requested by the State Executive to revise this State’s “Race Secretary Procedures” policy document to bring it up-to-date to encompass the use of the C:MS licensing and race management program. This revision is almost complete. Once completed and approved for use, the Procedure Manual will be distributed from the State Office.

Thank you for your support during 2010.

Yours in karting
Judy Preen
NSW Stewards Coordinator

Item 5i – Clerk of Course Coordinator – Howard Whitehouse

I was appointed to this role at the SKC Meeting in February this year.

Since that time I have attended a number of race meetings at five different tracks in NSW, both as an official and as an observer.

Yes, I would like to see more officials to help in the smooth running of race meetings; and believe that particularly the “City Clubs” can help in this regard. It seems most “Country Clubs” are self sufficient.

If reappointed to this position I would like to focus on three areas.

1. Identify the preferences of officials; who prefers to clerk and who prefers to steward; who is better at one job and not the other.
2. Work at upgrading those officials who want to go further in our sport.
3. Invite “up and coming” officials to work alongside more experienced officials at the bigger meetings.

Howard Whitehouse.

Item 5j – Technical Officer – Les Allen

Firstly let me say thank you to all the country clubs that have supported the Technical Team this year, it has not only been a learning curve for the clubs but also for the team. We have run schools at Sapphire Coast, Tamworth, Wagga and there are still a couple to be conducted. The team is looking forward to the Closed States and also the State Championships.

I would also in closing like to thank all the Staff at the State Office for their support and help since I have taken over as the State Tech, their help and that of the Executive have been invaluable.

Regards
Les Allen

Item 5k – State Track Inspector – Tom Nipperess

As yet another year of state AKA duties comes to a close, I have finally realized why my position as State Track Inspector is not fought over by everyone each year. There are many mornings of getting up at stupid o'clock, driving or flying to some distant part of the state. The hardest part is learning to enjoy your own company.

It is sometimes very difficult to get others to understand what I see or why I see something as a potentially dangerous situation to competitors, spectators or officials. My concept on how to achieve a successful outcome in all track inspections, is to assist your club in understanding the rule book and how to comply with what is required by chapter 18 of the rule book. If I can achieve that, then we will have much safer tracks and make our sport more appealing to many more people.

I would like to thank Tracy Stewart and Dick Catford for their hard work and long days as will. It takes a great load off not having to do all 26 tracks in this state.

A very special thank you to Karen, without your assistance I could not get the results that are required.

Regards to all
Tom Nipperess

Item 5I –Tribunal Registrar – Ron Harradine

During the past two years we have held some 10 tribunals hearing on average 3 complaints at a tribunal.

We have had no appeals proceeding to AKAC and most of the complaints have been found in favour of the complaint.

The tribunes used over the 2 years are too numerous to name but I would sincerely like to thank all of those people who turn up to do a sometime onerous job.

Last week we blooded a new tribune in Donna Mahony who stepped in when we were down a tribune at our last hearing.

As usual our State Secretary has done a fabulous job in keeping the paperwork flowing and being of great assistance in having all prepared for our hearings.

Finally many thanks to our previous State Prosecutor and our current Acting State Prosecutor in having all the cases thoroughly prepared.

Yours in Karting
Ron Harradine

Item 5m – Junior Development Officer, Position 1 – Russell Grimson

The past year has been a little interesting with a few items causing a few disruptions to junior program causing the cancellation of the junior development camp in Wagga and some confusion with Tamworth.

I have requested over the time I have been the state junior development officer (10 years+) for clubs to include their preferred dates of when they want to conduct their training days to back up to their race days we have always set out our program as listed below for the following reasons.

Major Camp at the end of the summer school holidays in the central area and in the centre of NSW and the most convenient area geographically and for no other reason that is where the majority karters reside.

The second training day in the winter school holidays in the north of the state for obvious reasons it is warmer in the north of the state.

And the third day on the last weekend of the spring school holidays or on a weekend after the school exams have been conducted.

To obtain maximum results from our training day's we need to have sufficient time to program the event, promote and plan what we are doing. That's why we need to program and coordinate our trainers and officials and give them time to prepare their lectures etc and as volunteers give up their personal time by giving them lead time.

With individuals from within clubs interfering and trying to short circuit the system did create confusion and problems I again appeal to clubs when making contacts regarding junior development please from one only office bearer from your club may I suggest it be the Club president or the elected junior development officer I remind you of rule A1 in the AKA rule book.

Again I appeal to all clubs to contact the state office and register your club junior development officer we need to carry out procedures regarding junior development officers with the appropriate authorities when working with children.

We have in NSW achieved a great deal in junior development and with the first batch of kids we put through our system now achieving in results i.e. Joseph Mawson Duel National champion in 2010.

We in NSW have funded our junior development program with the assistance of Mr. Les May from Dunlop Tyres and would like to thank Les for his ongoing support.

Our NSW program is the envy of the other states of what we have achieved and is done of no cost to the kids of NSW it is funded and run by AKA NSW.

Finally our training program would not function without the assistance of our training team and my assistant Karen Newton thanks to all and well done.

Thank you from the karting Kids of NSW

Russell Grimson
AKA NSW Junior Development Officer

Item 5n – Publicity Officer – Position Vacant

Motion: Acceptance of all reports

Moved
Seconded
Voting
Motion

Item 6 – ELECTION OF POSITIONS

Item 6a – Appointment of Scrutineers

Motion:

Moved
Seconded
Voting
Motion

Item 6b – Election of Executive Positions

Executive Positions	Nominee	Nominating Club
Vice President	Derek Ferry Derek Ferry Derek Ferry Derek Ferry Derek Ferry	Coffs Harbour Central Coast Griffith Newcastle Goulburn
Country Committee Member	Tony Agland Tony Agland Tony Agland Tony Agland Tony Agland	Coffs Harbour Central Coast Newcastle Goulburn Combined
Industry Member		
Assistant Country Committee Member (North)	Steve Fisher Steve Fisher Steve Fisher Steve Fisher Steve Fisher Steve Fisher	Manning Valley Coffs Harbour Central Coast Newcastle Goulburn Combined
NKC Delegate	Peter O'Neill Bob Baker	Newcastle Sydney

Item 6c – Election of State Positions

Official Position	Nominee	Nominating Club
Assistant Stewards Coordinator	Trish Maastricht Trish Maastricht Trish Maastricht	Central Coast Newcastle Goulburn
Clerk of Course Coordinator	Howard Whitehouse Howard Whitehouse Howard Whitehouse Howard Whitehouse	Central Coast Newcastle Goulburn Combined
Technical Officer	Les Allen Les Allen Les Allen	Central Coast Goulburn Combined
State Track Inspector	Tom Nipperess Tom Nipperess Tom Nipperess Tom Nipperess	Central Coast Newcastle Goulburn Combined
Junior Development Officer – Position 1	Russell Grimson Russell Grimson Russell Grimson	Central Coast Goulburn Combined
Competitor Relations Officer		
Publicity Officer		
State Tribunal Registrar	Diane Kermond Diane Kermond	Newcastle Goulburn
Officials Publicity Officer	Trish Maastricht	Central Coast

Motion: Accept all election results.

Moved
Seconded
Voting
Motion

Item 6d – Voting Cards

Motion: All voting cards to be destroyed.

Moved
Seconded
Voting
Motion

Item 7 – Appoint an Auditor

Motion: Auditor for 2011 to be appointed. The Executive recommends the appointment of Berger Piepers Chartered Accountants.

Moved
Seconded
Voting
Motion

Annual General Meeting closed

AKA NSW STATE KARTING COUNCIL MEETING AGENDA

Item 1 - Confirmation of attendance, proxies and apologies

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

Proxies

Carried By

Attendance

Apologies

Moved
Seconded
Voting
Motion

Item 2 - Acceptance of digital recorder

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

Moved
Seconded
Voting
Motion

Item 3 - Open meeting to observers

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

Moved
Seconded
Voting
Motion

Item 4 – Confirmation of Minutes

4a Recommendation: That the February 2010 State Karting Council minutes be accepted.

Moved
Seconded
Voting
Motion

4b Recommendation: That the February 2010 Special General Meeting minutes be accepted.

Moved
Seconded
Voting
Motion

Item 5 – Agenda Items

Item 5a – Review of State Policies

Current State Policies distributed on CD to clubs by post for review by the SKC.

Motion:

Moved
Seconded
Voting
Motion

Item 5b – Proposed Changes to the Industry Representative State Policy Proposed by Dubbo Kart Club

3rd March, 2010.

Attention :- The Executive.

Dear Sirs,

Re:- Change of State Policy - Industry Member.

The Dubbo Kart Club is of the view the suggested changes to the State Policy - Industry Representative currently issued for Voting (Ref NSWPV/10-04) need to be re-worded to align with the present Constitution and to provide clarity.

First, this Policy should be named **State Policy - Industry Member of the Executive**. Clause 9. g) of the Constitution refers to such a position and differs from the identity of the “one Industry member” referred to in Clause 7 of the Constitution that appears to refer to an Industry Member of the State Karting Council.

Second, as Clause 9. 3) c) appears to permit for the election of only six (6) officers of the Executive, three (3) in any one year and three (3) named officers in odd numbered years this Policy should provide for the method of election of the seventh officer of the executive until the Constitution is amended to take care of that anomaly.

We thus suggest the following wording:-

Member Clubs are to be requested to submit recommendations of suitably qualified persons to for the position of Industry Member of the Executive to the Executive at least two (2) months prior to the Annual General Meeting in any even numbered year.

The Executive shall select a minimum of two (2) persons for Nomination from the list of recommendations and submit these Nominations to be voted on by the Members at the Annual General Meeting.

Such Nominations to be forwarded to the Members at least one (1) month prior to the Annual General Meeting together with details of why these Nominated persons are suitably qualified to be the Industry Member of the Executive.

This change to the present State Policy will allow Kartshop Retailers, Kartshop Wholesalers, Manufacturers of Karting Products and Importers of Karting Products the ability to be represented at the Executive level of the State Karting Council. This will assist in giving a balanced view of the Karting scene as a whole to the Executive and thus to the Australian Karting Association (NSW) Inc.

We request this alternative view be circulated to all Member Clubs prior to the Vote on this matter being finalised.

The Status of the “one Industry member” referred to in Clause 7 of the Constitution requires separate consideration.

Kindest regards,
Arthur Mortimer.
Delegate of the Dubbo Kart Club.

Motion:

Moved
Seconded
Voting
Motion

**Item 5c – Nominations for National Executive Positions
Proposed by Executive**

Motion: The Executive seek endorsement of the nominations submitted for Executive positions for the National Karting Council.

Moved
Seconded
Voting
Motion

**Item 5d – Prokart Licence Recognition/Practice Only
Proposed by Executive**

Motion: That the SKC recognise Prokart issued licences for the purposes of practice only on AKA accredited tracks and that the matter be referred to the NKC for approval.

Moved
Seconded
Voting
Motion

**Item 5e – Scrutineering State Policy
Proposed by Dubbo Kart Club**

23rd May, 2010.

Attention :- The Executive.

Dear Sirs,

Re:- State Policy – SCRUTINEERING (SELF SCRUTINY)

The Dubbo Kart Club voted against the adoption of the Draft State Policy – SCRUTINEERING (SELF SCRUTINY) included for determination with Postal Vote NSWPV/10-07 as it considered it was too verbose, included excessive repetition of sections of the 2010 Karting Manual, was confusing, contained matters beyond the scope of Self-scrutineering and did not provide clear instructions to Competitors/Guardians and Race Officials, especially Race Secretaries and Scrutineers.

Karters, in the main do not continually refer to their Manual at Race Meetings so what hope is there that they would refer to three closely typed pages to undertake their own Scrutineering. Officials in NSW will now have to refer to both the Manual and three closely typed pages to ensure Karts in NSW were correctly entered.

The Policy now adopted will have to be constantly submitted to Postal Voting whenever Chapter 12 of the Manual is altered/corrected/added to at times between SKC Meetings.

We cannot comprehend what fitting Engine/Chassis Tags, Bar Codes, Replacement Tags and Technical Inspections have to do with Self-scrutineering. Scrutineering by the Officials at a Race Meeting have the responsibility of ensuring compliance with these matters.

We assumed this Policy was developed to assist all involved Self-scrutineering how best to implement procedures at a Race Meeting to ensure things ran smoothly, quickly and efficiently. We believe the attached Suggested Procedures would provide this result without having to create a State Policy and request the matter be placed on the Agenda for the next State Karting Council Meeting.

Yours faithfully,
Arthur Mortimer, Secretary.

Arthurs suggested Procedures for the implementation of Race Meeting Self Scrutineering.

The responsibility in respect to the Scrutineering of a Kart and Apparel rides with a Competitor. See Chapter 12, Rule 12.01 of the 2010 Karting Manual.

Procedure.

1. Each Competitor/Guardian must first Scrutineer their Kart and Apparel in accordance with Chapter 12 of the 2010 Karting Manual then obtain, complete and sign a Scrutineer Record Sheet.
2. Each Competitor/Guardian must submit a completed and signed Scrutineer Record Sheet to the Race Secretary at the time of making a Race Meeting Entry.
3. On confirmation of acceptance of an Entry, the Race Secretary does either of the following:-
 - a) For D Grade Licence Holders, stamps the Scrutineer Record Sheet with either a "Paid" or "Entered" Stamp and advised the Entrant to present their Kart and Apparel to the Scrutineer to obtain a Nassau Panel Sticker.
 - b) For all other Entrants the Race Secretary retains the Scrutineer Record Sheet and provides the entrant with a Nassau Panel Sticker.

- c) The Scrutineer is to, in respect to D Grade Licence Holders, undertake an inspection, retain the Scrutineer Record Sheet (for return to the Race Secretary) and affix a sticker to the Nassau Panel of the inspected Kart.
- d) The Grid Marshall is to ensure that all Karts presenting at the Out Grid for Practice, Carburetor Session and Racing have the appropriate Nassau Panel Sticker affixed.

This Notice should be posted on the Track's Main Notice Board as well as a Notice Board in the Pits and at the Race Secretary's Office.

Motion:

Moved
 Seconded
 Voting
 Motion

**Item 5f – Master’s Licence Grading
 Proposed by Newcastle Kart Racing Club**

PROPOSAL TO THE STATE KARTING COUNCIL FOR RULE CHANGE	
	Date: 1 st June 2010
Rule Chapter 13	Submission by: Newcastle Kart Racing Club
History:	<p>A Quorum of the Newcastle Kart Racing Club General meeting of June 2010 raised proposal for submission to the State Karting Council for the introduction of a Master’s Licence Grading.</p> <p>Many over 40’s drivers have already elected to downgrade to C from B grade to be able to run in Tag Restricted classes, yet when major events are run, such as the Coff’s Harbour Over 40’s, these drivers are not eligible to run extra classes that are restricted to B Grade licence holders.</p> <p>It has been suggested that limiting the licence to over 40 year old drivers will encourage drivers to stay in the sport longer.</p> <p>The primary purpose of this submission is to permit Master “B” grade licence holders to participate in Tag Restricted classes.</p> <p>We table this item for discussion with fellow Delegate’s.</p>
Requested	Introduce a new “Master Licence” to Chapter 13 for B Grade 40 plus

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Change	drivers. A Master's licence will still retain B grade status, but will allow racing in C grade only races.
Follow-up	Should this request be accepted by the State Karting Council, we request the proposal for change to Chapter 13 be forwarded to the National Karting Council for consideration.
Submitted by:	Philip J Naughton, Delegate, Newcastle Kart Racing Club.

Motion:

Moved
Seconded
Voting
Motion

**Item 5g – E Grade licence holders during combined practice sessions
Proposed by Newcastle Kart Racing Club**

PROPOSAL TO THE STATE KARTING COUNCIL FOR RULE CHANGE	
	Date: 16 th May 2010
Rule 13.15.1	Submission by: Newcastle Kart Racing Club
History:	<p>Our membership has expressed concern in relation to the identification of non-competition (E Grade) licence holders during combined practice sessions.</p> <p>As the interest in our sport grows, we are finding increased numbers of licence holders on some practice days. The closure of Oran Park has also seen an increase in the numbers on practice days.</p> <p>The membership feels that the current regulation “P” plate is already understood as a signal of race experience level and also believe that display of this “P” plate on the rear of a kart driven by an E Grade licence holder would enhance “on track safety.</p> <p>Please read this submission in conjunction with a request for change to rule 13.15.2 (e), as a common rule for both cases will reduce the possibility of confusion.</p>
Requested Change	<p>This proposal requests that rule 13.15.1 be revised to include an additional sub paragraph (e) which shall read:</p> <p>“E Grade licence holders must clearly display a regulation “P” plate on the rear of any kart they are driving.”</p>
Follow-up	Should this request be accepted by the State Karting Council, we

	request the proposal for change to rule 13.15.1 be forwarded to the National Karting Council for consideration.
Submitted by:	Philip J Naughton, Delegate, Newcastle Kart Racing Club.

Motion:

Moved
 Seconded
 Voting
 Motion

**Item 5h – P Plates
 Proposed by Newcastle Kart Racing Club**

PROPOSAL TO THE STATE KARTING COUNCIL FOR RULE CHANGE	
	Date: 16 th May 2010
Rule 13.15.2(e)	Submission by: Newcastle Kart Racing Club
History:	<p>This request for change is based on common practice identified and traditionally accepted by officials at this time.</p> <p>It is apparent that most karters are in the habit of displaying a regulation “P” plate on the rear of their kart only. This is rarely challenged at scrutineering.</p> <p>The only advantage that we are able to identify for the provision of a regulation “P” plate on the front of the kart is for the benefit of observation by officials during a race. As an AKA official I have rarely found the need to make such an observation.</p> <p>This submission should be considered in conjunction with our proposal to alter rule 13.15.1.</p>
Requested Change	<p>This proposal requests that rule 13.15.2 (e) be revised to read:</p> <p>“D Grade provisional licence holders must clearly display a regulation “P” plate on the rear of any kart they are driving.”</p>
Follow-up	Should this request be accepted by the State Karting Council, we request the proposal for change to rule 13.15.2 (e) be forwarded to the National Karting Council for consideration.
Submitted by:	Philip J Naughton, Delegate, Newcastle Kart Racing Club.

Motion:

Moved
 Seconded
 Voting

Motion

Item 5i – Race Dates

Proposed by Combined

On behalf of the Combined Districts Kart Club we wish to submit the following item for the council's consideration:

Motion: 'That the current policy, that NSW clubs only be permitted a maximum of ten (10) race meetings in one calendar year be rescinded and that the number be extended to twelve (12) per calendar year.'

Reason: The reason for reducing the number of race meetings a few years ago, particular within the metropolitan area, was the constant clashing of meetings between the metropolitan clubs. At the time this policy was introduced, we had six clubs within, what we consider the metropolitan area; this has now been reduced to four active clubs. We therefore feel that the situation has changed significantly enough to review this policy.

If we want to keep our customers happy we have to provide them with events in which to participate so they can enjoy the sport they have chosen.

If we look at this years' mid year events, it is very spars. During the month of June, unless you are over 40 or running the CIK series there are no events for metropolitan karters. Please keep in mind that if metropolitan karters are constantly dipping into the kitty to pay for travel and accommodation the less they have for race entries and other items that keep them karting.

As administrators of the sport we have a responsibility to provided events for people to participate in. That's our job. Forcing clubs to go anything up to nine weeks without a race meeting is, in our opinion, not good management of the sport.

The closure of Oran Park has left a big hole in the Sydney Metropolitan area so we therefore request the SKC please review this policy.

Moved
Seconded
Voting
Motion

Item 5j – Race Dates

Proposed by Goulburn

Motion: That country clubs get priority for long weekends for race dates.

Moved
Seconded
Voting
Motion

Item 6 – Discussion Items

Item 6a – Trophies and Awards

Proposed by Industry Meeting

Clubs all over the State buy and issue trophies for club events – perhaps a State wide voucher system – clubs can offer trophies or a voucher. The voucher can be redeemed on licence or at shops on product.

Item 6b – State Marketing/Sponsorship Agent

Proposed by Industry Meeting

State marketing/sponsorship agent – salary from the money they raise – find sponsorship for State Championships, Junior Development and other major events. TV advertising to raise the profile of the sport.

Item 6c – Marketing Strategy

Proposed by Industry Meeting

Develop a clear marketing strategy – family orientated sport. Analysis of events held in state, participation and distances travelled, etc.

Item 6d – Race Permits

Proposed by Executive

That race permits be allowed to be transferred to other clubs.

Explanation: This will give those clubs who hand in permits the opportunity to receive a financial benefit.

Item 6e – Champion of Champions

Proposed by Industry Meeting

State series to qualify to race in final. Requires less classes, attract karters who run in State and National Championships. Also attract those karters to step up from club level racing to state level.

Item 6f – Tyres

Proposed by Industry Meeting

One tyre for all classes. Will simplify for both the karter (allowing to change classes) and the retailer who have to carry only one product. Larger volume should make it more economically viable.

Item 6g – Tyre Distribution

Proposed by Industry Meeting

The AKA to be the only tyre distributor – kart shops order from AKA Store (Can be subcontracted to a warehousing facility) – the margins made from wholesale to kart shops can then be invested in the Association to reduce the cost of insurance – cheaper licences – less fee's would need to be charged.

Item 6h – State Karting Council Meetings

Proposed by Executive

Look at the possibility of one of the SKC meetings each year being held in the town of the next State Championships.

Item 6i – Business Plan

Proposed by Executive

That the Executive and the Club Delegates of the State Karting Council formulate a 5 and 10 year plan for the future of karting in New South Wales.

Explanation: This plan will give much needed stability to karting and give the State Karting Council a blueprint to follow. This plan will assist in insuring the promotional and financial success of the AKA NSW

Item 6j – Club Training

Proposed by Executive

That the State provide training to Club Executive members in various fields such as financial planning, meeting procedures, facilities management, etc.

Explanation: Training is available through NSW Sport and Recreation and this will assist the clubs in managing assets and volunteers, resulting in stronger clubs.

Item 6k – Junior Development

Proposed by Executive

That a Junior Development program be introduced, the position of Junior Development Coordinator be established.

Results of Junior Development Discussion Paper.

Explanation: The Junior Development Coordinator will establish a club based program that will provide training and develop skills of young drivers.

Item 6l – Executive Attendance at Race Meetings

Proposed by Executive

All State Karting Council Executive members are to attend a minimum of eight race meetings in a calendar year and be available to discuss matters on a personal or club basis.

Explanation: The Executive members attendance at race meetings will give them a clear insight into the problems faced by karters and clubs in the management of meetings and facilities. It also gives the karter face to face contact with the Executive to ask their questions.

Item 6m – Executive Attendance at Club Meetings

Proposed by Executive

That the Executive attend on invitation, club meetings (where time and distance permit) to answer questions to Club meetings.

Explanation: This will give club members the opportunity to ask questions of the Executive. This will also encourage members to attend their respective club meetings to discuss issues that affect them.

Item 6n – Golden Jubilee Metropolitan Title Proposed by Russell Grimson

Dear Fellow Karters,

In 1960 karting commenced as a organised activity in NSW and the first organised championship was the metropolitan Championship held at ASI raceway at Caringbah on 26th November 1960 to commemorate that event and 50years of karting in NSW I Suggest AKA NSW proudly present the Once only Golden Jubilee Metropolitan Title on the weekend of 20 & 21November 2010. I notice North shore is scheduled as a 2 day meeting if they run true to form they will only race on the Saturday therefore leaving the Sunday 21st date free therefore the metropolitan title event could take place at either Eastern Creek or Lithgow city raceway as a one day event on that date.

Possibly the event could be a joint event run by the three Sydney based clubs that being North shore, Sydney and CDKC

- The date chosen for this event is the close date of the first ever Metropolitan Championship that was 26/11/1960
 - As the event is 50 years the trophies should be **Gold Cups** plus shirts for the individual 1 st place class winners and commemorative cloth badges to all competitors and officials
 - As the meeting is to be held under a title format that the entry fee be I suggest around \$100.00 per entry this should cover costs for cloth badges and winners shirts and drivers entry to the dinner) Non drivers can purchase cloth badges and pay to come to the dinner.
 - That the Entry fee be incorporated into the Overall entry Fee and be collected as per normal procedure however entries need to close about 2 weeks prior to the event so that the cloth badges are available for all competitors on raceday
 - To keep costs down we do not have Tyre pooling as such but we mark all tyres from practice on in accordance with chapter 23 AKA rule book
 - There will be no private practice prior to the event
 - I suggest a format of a Computer griding for the heats lowest points to the Prefinal and the results of the Prefinal establish the grid positions for the final and for change a all points system will count.
 - A social be held on Saturday night as a Reunion Dinner for all Karters Current or Past the cost of the dinner will included in the event entry Fee for the competing driver only We will need a coordinator for this function
 - That promotional commemorative apparel be promoted including caps Shirts Beer coolers but these will have to be presold prior to the event. This can be done over the web but we will need a coordinator for this function
- As you may appreciate there is great deal of preparation involved in conducting

such a race meeting but it will require your support and indication if you support the concept will take part for the idea to proceed any further.
Just an Idea Take it or leave it but we can't miss a golden opportunity to promote karting in our state and promote our entrepreneurial skills and relate to our karting history.
Russell Grimson

Item 6o – AKA NSW Privacy Policy

Proposed by President

State to adopt a privacy policy.

Item 6p – Life Membership

Proposed by President

Life membership discussion

Item 6q – AKA NSW Medical Officer Presentation

Proposed by Executive

Item 6r – Industry Representative

Proposed by Executive

Item 6s – Training Class

Proposed by Industry

Training Class – Engine Chassis – Radio Control cut out switch.
Chassis needs to be smaller than Midget chassis and adjustable, because of the smaller drivers. Motor – Honda gx35 would appear to be the most economical and has approximately the right horse power. Brakes – need to be effective bearing in mind that young people do not have the strength in their legs, must be able to stop the kart. The kart will need to be speed limited by way of gearing for each circuit. No timing or data to be used. Tyres for this should be rental type tyre, shore hardness of 70 or harder. An electronic cut out switch to be fitted to the engine.

The program must be skills based program addressing:

Driver – Chassis set up –Pit Crew/Parent.

A submission is to be prepared for the State Karting Council.

Item 6t – Classes that must be offered at State Championships

Proposed by Industry

There is an anomaly in the classes that a club MUST offer at State Championships and the classes that they are allowed to offer in addition to the classes that they MUST offer.

This varies from State to State where some Rotax classes are offered and some are not.

That the following motion be forwarded to the State Karting Council for consideration,

“THAT ALL ROTAX CLASSES BE OFFERED AT ALL STATE TITLES WITHIN AUSTRALIA”

Item 6u – Rotax 08 Barrel

Proposed by Industry

Remove the need to have a 08 barrel for next year.

Rule 28.18.4(a) – Cylinder 223997 is eligible till 31 December, 2011. With the introduction of this rule it will make well in excess of 2500 engines ineligible to compete, without the owners buying a new barrel and piston assembly. These older barrels are proven to be slower than the new engines and there is no advantage to the user. It creates a situation where new comers to the sport who purchase kart/engine outside the industry will not be able to compete without spending an additional \$1,000.00.

The following motion be forwarded to the State Karting Council for consideration,

“THAT RULE 28.18.4(a) – CYLINDER 223997 IS ELLIGIBLE TILL 31 DECEMBER, 2011 – BE RECIINDED”.

Item 6v – Junior Helmets

Proposed by Industry

Adoption of new helmet standards for seven to eleven year olds and twelve to sixteen year olds.

The list of helmet approvals in the AKA Manual is not current. The junior helmet approvals to be added, to the list of approved helmets.

Item 6w – State Policy – Practice Policy

Proposed by Executive

To be circulated by Email

Item 7 –Late Agenda Items

Item 7a

Chapter 48 - Speedway

Proposed by Central Coast

Central Coast Speedway Kart Club would like to submit the following rule change in Chapter 48 for inclusion in next year's manual.

Change from -

48.11 Special Class - Senior Formula 100 (Reed & Rotary Valve)

Eligible Engines

(i) Any homologated single cylinder series production reed or rotary valve, air cooled, engine, complying to CIK Formula A or Intercontinental A regulations is eligible.

Change to -

48.11 Special Class - Senior Formula 100 (Reed & Rotary Valve)

Eligible Engines

(i) Any homologated single cylinder series production reed or rotary valve, engine, complying to CIK Formula A or Intercontinental A regulations is eligible.

Reason -

This will allow our speedway clubs to race either water or air cooled engines, or both.

This can be clearly specified in the supplementary regulations instead.

CCSKC currently has a group of drivers looking at a water cooled 0/100 class next year, as they believe they will be a more reliable engine.

Item 7b

Number Plates

Proposed by North Shore

North Shore Kart Club requests consideration of allowing the club champion of each class to run with a red (rear only) number plate at their club only on club meeting days. We feel this would provide some prestige for the karter (especially for those who do not run in state or national titles) and would make the rest of the competitors aware of who the club champion was for the year.

Item 7b

E Social Licence

Proposed by Executive

After review of the 2010-2011 budget the Executive unanimously put forward that the cost of the Social E licence be raised from \$85.00 to \$90.00.

State Karting Council Meeting closed