



NATIONAL OFFICE

2nd Fl, 483 High Street, Penrith

PO Box 4222, Penrith Plaza

PENRITH NSW 2751

Phone: (02) 47211300

Fax: (02) 47211522

Email: admin@austkarting.com.au

Web: www.austkarting.com.au

23rd May 2008

COUNCIL MEETING

DATE: 21st & 22nd JUNE 2008

VENUE: CROWNE PLAZA – COOGEE BEACH - SYDNEY
Cnr Arden & Carr Streets, COOGEE NSW 2034

TIME: 9.00am – 5pm Saturday, 9am – 4pm Sunday

Kind regards
Pam Arnett
National Secretary



**AKA NKC MEETING
MINUTES
21st & 22nd June 2008
Venue: Crowne Plaza, Coogee Beach,
Sydney NSW**

ATTENDANCE:

AKA PRESIDENT
AKA VICE PRESIDENT
AKA TREASURER
AKA SECRETARY

RICHARD ERDMANN
SIMON WHITING
MAX LAYBUTT
PAM ARNETT

DELEGATES:

QUEENSLAND
NEW SOUTH WALES
VICTORIA
TASMANIA
SOUTH AUSTRALIA
WESTERN AUSTRALIA
NORTHERN TERRITORY

MARK HOGAN
BOB GALLAGHER
DAVID MURRAY
STEPH PETERS
BRIAN SPARROW
MICHELLE LINO
JOHN GATT

CO DELEGATES:

QUEENSLAND
NORTHERN TERRITORY

ALF CAPRI
JENNY TAYLOR

- 1- Opening remarks by the Chairman
Richard welcomed the delegates and Co delegates to the meeting.
- 2- Meeting Open to Observers
Moved: NSW
Second: NT
Carried

Motion: To allow observers of the meeting, however for in-camera discussions they will be asked to leave the room.

- 3- Minute procedure – acceptance of Sound recording as an official recording for the purpose of minute taking by the minute secretary.
Moved: QLD
Second: NT
Carried

- 4- Accept minutes from previous meeting.
Moved: SA
Second: WA
Carried

- 5- Business arising from those minutes.

QLD moved that the meeting be moved to in camera for the discussion on legal items in regards to the investigation of allegations.

- 6- A K A Q I d I n c Re:
Legal Costs incurred
\$6703.00.

To all members of the Australian Karting Association.

We wish to advise all members, the NKC and the Secretariat of an important court precedent we have established which impacts every club in Australia and is of enormous value and assistance in a club's dealing with its members, racers and spectators.

The decision endorses the right of a club to eject any person, including a member, for disciplinary reasons but without bringing the individual's membership rights into question, which can leave a club exposed. This, we believe, is a major tool for clubs and officials to help control the 'ugly' parent issues.

The Warwick Karting Club Inc, was sued by one of its members seeking to stop the club imposing a ban of 6 months from entry to the club premises. At a race meeting late last year, it was alleged the club member was abusive toward officials, club executives and other members of the club following an on track incident between the member's daughter, and the Club Secretary's son. At a following club general meeting, the club decided to ban the family (who were also members) from using the facilities of the club for a period of six months. The actions of the club were not directed at the family's membership and so did not affect any rights under the constitution or require observance of the club constitution except to notify, the member verbally that the matter would be raised in a general meeting. (This club holds it's monthly meetings after Saturday practice days)

The affected member then decided to take civil action against the club arguing that his membership rights included access to the facilities. The court dismissed the claim and ordered the affected member pay the clubs costs of defending the application.

Before the court application commenced, the affected member had solicitors write on 2 occasions to the club making various allegations and threats. The AKA Qld advised the club that the club had to defend their actions regardless of costs. We consulted our solicitor, Graeme Hancock, who concurred that a dangerous precedent would be set if the club were to lose or back down from the stance taken and that the club was likely to succeed in its defence of the claim. The AKA Qld advised the club that we would

reimburse the costs, as we do not believe that the club should be prejudiced just because of the expense when it has acted correctly and where it is necessary to take a stance on behalf of the sport as a whole.

In our opinion, the defence of this matter was an action to protect the sport as a whole, and not just to protect the Warwick Kart Club or the AKA Qld. Our defence has created a precedent that any club can use to defend itself in similar circumstances anywhere in Australia.

AKAQ have paid the account in full, again, on legal advice that court costs and actual costs aren't the same thing, but more so, that if the costs are paid, the club can resist renewal of the person's membership while the process of recovering the costs from the person goes on.

But, as every club in Australia benefits, we believe it is appropriate that the national organisation meets the cost, and if delegates to the National Karting Council agree, we would be pleased to receive \$6703.00 in reimbursement. It also occurs to us, that if the AKA assumed responsibility for the costs in this case, it may be possible to prevent the people involved renewing licences whilst costs are outstanding and perhaps further, provide an opportunity for a good behaviour bond to be set for the parent to see out his children's minority.

Discussion on this but the NKC believe that this is up to the State and club to meet the costs if any

7- Qld Item
Clarification of a rule.

We ask that the AKA offer a ruling and an explanation on the interpretations offered to the below rules.

The Clerk of the Course (who had raised 15 complaints at one meeting - in our opinion out of time) contacted The National Stewards Coordinator, and asked for rulings as outlined below. There has been disagreement with some of the interpretations offered for each rule, and this has created problems at State Level in that both the Tribunal Registrar and the State Prosecutor have resigned their positions. We further ask that the AKA seek legal advice if required, in order to have this matter resolved unequivocally.

The comments are as below.

- In black, the current rule -
- In blue and bold is the National Stewards Co ordinator interpretation

7.08 A written report of an Official is a complaint, if it states or implies that a regulation has been broken. **As an official of the meeting, you believed a regulation had been broken by these 15 drivers, so you raised a complaint form for each one.**

7.16 A complaint made at a race meeting must be dealt with by the stewards unless there is a good reason why they cannot do so. **The drivers had already gone home and could not be served with the complaint form, that's why the stewards could not deal with the complaints.**

7.17 A complaint not dealt with by the stewards must be dealt with by a Disciplinary tribunal save and except in relation to a complaint against an official which must be dealt with in the manner set forth in regulation 7.18. **These are not complaints against officials, and could not be dealt with by the officials on the day for the reasons explained above, so they MUST be dealt with by a Disciplinary Tribunal.**

7.13 When the tribunal registrar receives a Complaint, a hearing of a tribunal must be arranged save and except as provided by regulation 7.18. **(7.18 refers to complaints against officials) This rule is very simple to understand. Tribunal Registrars have no authority to decide if a person is guilty or not guilty or if a complaint should or shouldn't be heard. If they receive a complaint they MUST arrange for it to be heard by tribunes at a tribunal.**

7.15 The stewards or Tribunal Registrar (whether National or State) may always permit a complaint to be made out of time for a good reason. **There is no time limit for an official of a race meeting to raise a complaint. Rule 7.14 refers to time limits for competitors to lay a complaint, not officials of a meeting.**

1 .07(ss) Tribunal Registrar - The person designated by the AKA in each state to arrange tribunals. **This rule is very simple to understand. The State Tribunal Registrar is appointed in each state to set up tribunals. Their brief is to organise a suitable venue, handle all of the paperwork and notify all of the people involved.**

We ask that this matter be dealt with as promptly as possible, so that AKA Qld can attempt to get judicial people appointed to move forward. We look forward to your correspondence.

NKC - Discussion by the delegates on the above and it was felt that the situation is that the officials have the same time limits as the competitors. Need to look further into this with Nationals Coordinator.

8- AKANT Item

Protocols and procedures need to be developed for reimbursement of expenses incurred by individuals in testing as authorised by the NKC.

NKC- A few people have put together a white paper but still needs more thought and tweaking – this document will be presented at the August conference.

9- AKA Executive Item Can Dunlop tyres be sold without the bar code at the new price when it is old stock??.

As you are all aware that as from the 1st May all contracted tyres that were tendered were to have bar codes ... **e.g. MGREDS _ MGYELLOWS and DUNLOP SL1A** so does this mean that any tyre that does not have a bar code is ILLEGAL for use in competition.

NKC Discussion on this – The tyres had to be barcoded for the state and National championships this was known to the tyre manufactures . It is believed that this was to happen when tyre pooling occurred.

Moved: NT
Second: WA

That Non barcoded tyres can be used up until the 31st December 2008 except for all state and National championships. From the 1st January 2009 all AKA contracted tyres must be barcoded for all competition.

For: VIC, SW, LD, NT, WA, SA, TAS
Carried

10 - AKAC/Appeals Process –

Discussion past appeals and the length of time it has taken to process them due to our rules and regulations and other issues beyond our control.

From the 2007 Nationals we still have appeals going and this is not fair to competitors, clubs or sponsors of the competitors. No green plate has been given out for the Junior National heavy class for that year as to this date.

Leopard Heavy placings still outstanding from 2008

Currently working with the AKA solicitor to have these dealt with sooner after major events and ensuring the AKA is more diligent in the process of informing competitors on when appeals have been lodged with the AKAC appeal court or AMSAC. This will keep them informed on the process of the appeal that they are involved with. All AKAC appeals to be held at the AKA National office.

NKC agreed that appeals to be held at National office and that continued work on the AKAC appeal court rules and regulations

11 - A K A W A I t e m

Application from Karratha Kart Club

Exemption from Rule 18.09 4 (b) (i) – The club wishes to make extensions to the current track layout in preparation for the 2009 State Championships. As per the current rules this requires the current fences to be moved back so that they are 10 metres from the track edge. In one section of the track (not near the area the club wishes to modify), the fence is currently 7 metres from the track edge and cannot be moved further back due to the motor cross facilities next door. The club is seeking an exemption of the 10 metre rule for this section of the track.

Moved: TAS

That the part of the track that cannot be 10 meters from track edge that they are permitted to be able to be 7 meters from the track due to the fence not being able to be moved any further back as per current rules.

Second: WA

For: VIC, NSW, QLD, NT, TAS, WA, SA.

Carried

12 NSW - i t e m

Chapter 51 – Endurance Karting

Appendix A – Approved Engine

Scrutineers Add:

Darrell Mitchell

32 Mt Keira Road

Wollongong NSW 2500

Approved

13 NSW - i t e m

To:

Sydney Kart
Racing Club PO Box
406
Narellan, NSW 2567

Title: Agenda Item for SKC - Midget Engine Parity and future plan.

Dear SKRC Committee,

Whilst we recognise and applaud the NKC's action in a weight adjustment on the engine parity issues recently raised, it is becoming more evident the class is far too complex and racing parity is still not evident. We request the club seek further action in the future direction in the Midget class. The following are the areas of concern.

1. Rule Certainty: Families participating in this class in the last 12 months have experienced considerable changes in the rules with the changes in the S80 cc /CC & TDC changes, S80 planned phase out, earlier introduction of the SW80 to be the only Comer and finally the rebirth of the Yamaha J with the increased restrictor. The cost of these rule changes has lead to considerable reduction in existing class numbers and unacceptable costs.

2. 2009 Direction. It was understood from the NKC minutes in April that the Weight adjustment was ruled on questionable data from one state only, one test only at on one track. Early results since these weight changes show either the S80 or the Yamaha J being the preferred engine, little has changed. The SW80 whilst introduced 2 years ago is not preferred. This results in no clear path for newcomers to invest their dollars. If the rules stay the same in 2009 with the removal of the S80, the Yamaha J will be the preferred engine base based on results so far this year in our region.

3. One engine class: The SKC/NKC need to urgently move to a one engine class in the near future. Between the 2 engines that will be left the Comer SW80 provides the benefit of more consistent parity between like for like. This engine is far better suited to the green new comer, provides a robust clutch and integrated starting system. Any quick cost comparison between a new Yamaha J + blue printing + aftermarket clutch and starter are over 50% more expensive than the Comer SW80.

4.

Item	Yamaha KT100J	Comer SW
New Engine	\$935	\$1285
Blueprint (ref IWT website)	\$700 (ref IWT website)	\$350
Carbie set-up incl idle T bar	\$70	Not required

Pipe and Header, adjuster, bracket, springs etc	\$182	included
Chain guard	\$16	included
Clutch and Kill Switch	\$309	included
Starter	\$265	Not required
Addition clutch drum	\$85 (required due to gear spread)	Not required
Total	\$2,562.00	\$1,635.00

*Please note S80 conversions Approx \$600.00 including Kit.

4. Parity: Engines with largely different bore and stroke can never achieve parity. While the lap time parity data presented to the NKC shows largely similar lap times, the in race situation reflects a big advantage to the engine with the larger bore and stroke, being the Yamaha J. A seasoned driver can use this engine to his advantage in passing and then blocking Comer competitors whose engine lack the low rpm torque.

5. Safety: The size of the SW80, its covered head and small exhaust all provide a safer engine for 7 year olds to use. The design and nature of this engine limits the chance of injuries from protruding parts and extended hot exhaust systems.

6. Tuning: The SW80 provides easier tuning for both Child and parent remembering this is a learner class for both. The Yamaha J is more difficult for the new comer to travel around the circuits particularly at low speed. Plug fouling is a J generic problem and is even more a problem with the new style low voltage ignition system.

7. Weight: The midget class was a 90kg class. Raising the class weight to 95kg for KT100J has meant that beginners at age seven (23kg body weight) are having to add an extra 5kg, and typically carry 20kg of lead. Very small children (17kg body weight) are carrying up the 25kg of lead. At the other end of the midget age bracket, a typical child will be dot-on weight when leaving the Comer midget class in their 11th year. With a J midget the same child will be 2 kg over weight. (source: Vic Gov Health Info website). To equalise this weight disadvantage for normal weight 11th year driver, the J midget weight should be increased to 97kg. The lighter weight Comer represents a better engine for a lightweight class since kart weight can be kept to minimum for 7 year olds right through to 11 year olds.

These above issues need to be addressed in the meeting in June in order to provide a clear direction in 2009, further more the AKA need to have a plan for 2010 and beyond. The current rules are too complex for a beginner's class and without doubt are affecting member numbers. A single engine class would be a step in the right direction.

I urge the club to seek the support of the SKC in establishing a plan for the Midget class future.

Yours Faithfully

Dennis Sandrone
Parent of Christopher SKRC

Date Amended: AKA

14. Treasury Update

A full report on the current situation of the "Smart Card" was presented by the Card Team Leader, Max Laybutt.

A discussion then followed based on the following.

1) LICENCE SYSTEM.

- a) The system is now ready to go Live.
- b) Before it can be put live, arrangements for the dedicated server needs to be completed.
- c) And then further "IN House" testing will be done by NSW and VICTORIA.
- d) The system will be run by those states in "Shadow" format.
- e) When the above states are happy with the system, it will be extended to other states for a further "Shadow" operation.
- f) A full discussion was held on the merits of the Magnetic Card Versus the suggested Bar Coded Card and the following points were noted.
 - 1) The system is now all but completed and to change the card at this stage would occasion a major extra costing, as well as a major time delay.
 - 2) A lot of the equipment for use with a magnetic card has already been purchased, such as Card Readers, Card Printers, etc.
 - 3) The programming to utilise this equipment is in place.
 - 4) Further extensive tests have carried out on "Oil Soaked" "Greasy" "Dirty" and "extensively scratched" cards and no detrimental effects were observed.
 - 5) Max has carried a completed card around in with his mobile phone now for more than 8 weeks with no detrimental effects.
 - 6) The Card readers are extremely easy to clean.
 - 7) It is also intended to distribute the card in a plastic "Sheath" on a lanyard so it can be hung around the neck.
 - 8) Security arrangements would need major changes to accommodate the Bar Card.
 - 9) Program for Uploads and Downloads would also need to be changed.
 - 10) It was felt by all members of the team that a change at this point in time would achieve nothing that would benefit the program.

2) RACE MANAGEMENT PROGRAM.

This system is now fully specified and is under Program. With completion anticipated late 2008.

3) TIMING;

2 timing companies are currently under investigation, and no decision needs to be made at this meeting. Both companies will be further investigated and a full report will be submitted to the NKC at the August Meeting. This will not delay any work on the system.

A demonstration of the system was carried out for the NKC on the Sunday Morning session.

The Report was accepted by all members of the NKC, who, as a group, expressed their total support for the work already done, and the suggested work detailed to be completed.

Outstanding Items

AKA/KIAA Airbox (AKA43)

Report by Chris Dell to the delegates on the issues that have been reported to him. He believes that he has dealt with the situation.

Midget Parity Report – In camera discussion
Letter attached discussed.

Rotax Sealing Agents requesting an approval by the NKC NSW Request
Shane Piper – approved as agent

Victoria Request

Kart-Equip/HJM Race Engines wishes to make a formal application to be added to the approved list of engine sealers – Approved as agent

General Business:

Technical report on inspection of applications of clutches and other items. Trevor White spoke to the delegates on the applications.

Ref: St George Clutch application – Registration

We have inspected the clutch aftermarket application submitted May 2008. The sample item meets the application drawings and all fees have been submitted.

The Technical Committee recommended this item for registration with the AKA in accordance current regulations and with immediate approval use in (all Clubman Classes and derivatives of these classes).

Ref: Yamaha Clutch application – Registration

We have inspected the clutch evolution application submitted June 2008. The sample item meets the application drawings and all fees have been submitted.

The Technical Committee recommended this item for registration with the AKA in accordance current regulations and with immediate approval use in the Clubman SEC engine only.

Ref: Yamaha Crankshaft Evolution application – Registration

We have inspected the Yamaha crankshaft evolution application submitted June 2008. The sample item meets the application drawings and all fees have been submitted.

The Technical Committee recommended this item for registration with the AKA in accordance current regulations and with immediate approval use in the Clubman SEC class only.

Ref: TD Clutch application – Registration

We have inspected the TD clutch aftermarket application submitted 16TH April 2008. The sample item meets the application drawings and all fees have been submitted.

The Technical Committee recommended this item for registration with the AKA in accordance current regulations and with immediate approval use in (all National & Clubman Classes and derivatives of these classes).

The TD22 – AKA clutch is a similar style to the CIK JICA homologated clutch and rev limits easily managed as per other current registration units.

Ref: Remo Racing Rev Limiter (black box) Evolution Application

We have inspected the black box evolution application submitted June 2008.

We have found we cannot control this item at this point in time and we do not recommend the implementation of this product until Remo Racing and IAME can come up with a system for us to check the integrity of this black box.

Furthermore we would recommend when this technology becomes available to us that Remo Racing replace all the black boxes at his cost.

Recommendation not to be implemented.

All applications moved en bloc

Moved: VIC

Second: TAS

For: VIC, NSW, QLD, NT, TAS, WA, SA

Carried

Technical representative:

Trevor White asked the delegates if they would support item 8a below so that they can have the rods produced and use the in the field ASAP so that they are able to test the measurements to ensure that they are correct. They will bring back a report to the NKC in August.

Item 8a (AKAQLD Item 15)

Review Chapter 26.

Reason:

Further improve processes.

Action:

The technical committee would like seven (7) sets of the new initial design of PTG rods to be made for checking of measurements for the four and five slot procedure. NKC approval sort to have the rods made. To be made as soon as possible.

Moved: NSW

Second: VIC

For: VIC, NSW, QLD, NT, TAS, WA, SA

Carried

Stewards committee recommendations to the NKC for approval

Item 11 (AKA SA Item 1)

Rule 4.01 List of Officials needs to be re-worded and amended to include Assistant Clerks of the Course.

4.01 **List of Officials:**

(a) The staff of officials whose duty it shall be to direct and control competitions may include:-

- The Stewards of the Meeting
- The Clerk of Course (or Director) **and Assistants**
- The Chief Observer
- The Observers
- The Secretary of the Meeting
- The Timekeepers
- The Chief Scrutineer and Scrutineers
- The Technical Inspectors
- The Fuel Tester
- The Tyre Tester
- The Scale Marshals
- The Flag Marshals
- The Pit Marshals
- The Starter
- The Grid Marshals
- The Lap Scorers
- The Noise Control Marshal
- Officials Secretary (Steward's Secretary)

Rule 4.01(b) to be re-worded to allow for Assistant Clerks of the Course.

- (b) They shall be termed "officials" and must be a minimum 18 years of age. All Officials, except for Stewards and Technical Inspectors, may have assistants to whom any of their duties may be delegated.

Moved: TAS

Second: NSW

For: VIC, NSW, QLD, NT, TAS, WA, SA.

Carried

Addendum required immediately

Item 6 (AKA SA Item 12)

Re-word rule 19.34(i) to clearly explain when race tyres need to be used for practice / carby sessions.

19.34 Change of Tyres: (Refer Chapter 23 or class technical detail for further information.)

Unless otherwise specified elsewhere in these rules.

- (i) A competitor is permitted to use one set of prescribed dry tyres AND only one set of prescribed wet weather tyres in any class, including all practice from the commencement of the event / competition, at any event.

Amend rule to say;

- (i) At any race meeting, a competitor is permitted to use only one set of prescribed dry tyres AND only one set of prescribed wet weather tyres in any class, including all practice / carby sessions after the commencement of competition for their event.
For practice / carby sessions prior to commencement of competition for their event, competitors are permitted to use any wet or dry tyres prescribed for their class.

Moved: NT

Second: SA

For: VIC, NSW, QLD, NT, TAS, WA, SA

Carried

Addendum required immediately

AKA Loan repayment – South Australia

SA Delegate explained to the delegates that at this stage the loan payment that is due to the AKA in July 2008 they cannot for fill as at this stage the track has not been finished therefore they are unable to make that payment to the AKA.

They wish to ask the AKA if they would consider to defer there payment until the end of 2008.

Moved: TAS
Second: SA
For: VIC, NSW, QLD, NT, TAS, WA,SA
Carried.

WA – Earplugs.
Discussion on having to wear earplugs if a competitor is using a helmet that has noise reducing ear cup.

Rule 14.11 needs to be re worded and also 24.8 (2)

Rule:

14.11 1 to now read:

Competitors – it is **recommended** to wear ear plugs in ears at all times when driving a kart unless the drivers' helmet is manufactured with noise reducing earcups or ear muffs.

24.8 2 to now read:

Competitors: it is **recommended** to wear ear plugs in ears at all times when driving a kart.

MOVED:WA

SECOND:NSW

For: VIC , NSW,QLD,NT,TAS,WA,SA

Carried

NSW: Flip up front helmets.

Rule 14.01 safety helmet

- a) It is compulsory for competitors to wear a full – face helmet with a snap down visor. Safety helmets must be in good condition, with the internal liner not having any compressed or soft edges, and retention straps to have no appreciable wear or frayed stitching. The use of chin cups on helmets is not permitted. **Flip up front style helmets bearing the appropriate standards are acceptable for use.**

MOVED: WA

SECOND: NSW

For: VIC, NSW, QLD, NT, TAS, WA, SA

Carried

Technical committee response on Ian Black's proposal on the issues on the current situation on the checking of the engines.

The technical committee has put forward the following to the NKC that they believe will cover the situation.

ROTAX

To be implemented 1st January 2009. – to be reviewed after the August conference

Rotax:

Snr Max 125 – The technical inspection of the Rotax Snr Max consists of the following.

1. PTG 4 groove (stroke/exhaust port and main transfers)
2. Head CC minimum 11cc
3. Normal external inspection of parts and components.

This shall be a judge of fact determination.

Jnr Max

1. PTG 4 groove (stroke/exhaust port and main transfers)
2. Head CC minimum 11cc
3. Head squish and combustion chamber profile.
4. Normal external inspection of parts and components.

This shall be a judge of fact determination.

Moved: NSW

Second: TAS

For: VIC, NSW, QLD, NT, TAS, WA, SA

Carried.

Competitors will have up until the 1st October to have a new cylinder for compliance. Barrels to have a clear identification on them, not a Rotax number must be a stamp.

AKANSW & AKATAS left the meeting for flights.

VIC – compulsory Clutches

Discussion on the implementation date of compulsory clutches for 2009. They believe that this should be moved forward to 2010. This is due to the problems with the strike clutch in the J class.

Governance:

Discussion on where we are at with the governance situation. Delegate were requested to go back to their States to rediscuss and bring back views for further discussions to be had at the AGM.

CIK SERIES:

Discussion on the CIK continuation for the future.

Remo has stated that he will take the engines back but there will be a cost reduction.

Majority of states feel that we should continue with the series and include the class into the state/National championships in 2009.

Committee
Richard Erdmann
Simon Whiting
Gary Light - technical
Craig Denton
Bob Gallagher
BAM – Lee
Pam Arnett
Industry

Rotax Balance shaft

28.23 6 to now read

Balance gears must be installed and must be correctly aligned according to the instruction in the repair manual.

Moved: NSW

Second: VIC

For: VIC, NSW, QLD, NT, TAS, WA, SA

Carried.

Effective immediately

Recommendation from the stewards panel

Rule 17.14 (b)

Alter to read

Complaints laid by officials are not subjected to rule 7.14 (a) but must be lodged prior to the expiration of the relevant meetings permit.

Moved: NT

Second: QLD

Carried

Effective immediately

National Technical Coordinator – appointed acting position

Moved: NSW

That Trevor White takes up an appointed acting role of the National Technical Coordinator until the AKA AGM.

Second: WA

Carried.

Meeting: 3.50pm

