



Australian Karting Association (NSW) Inc
State Karting Council Meeting/Training Day
Panthers World of Entertainment
Mulgoa Road, Penrith
9:00 am to 3.26 pm Saturday 7th February 2009

STATE KARTING COUNCIL MEETING MINUTES

Item 1 - Confirmation of attendance, proxies and apologies

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

Proxies

Central Coast Speedway Kart Club
approximately 1pm)
Coffs Harbour Kart Racing Club
Goulburn Kart Club
Grafton Sporting Car Club
Grenfell Kart Club
Griffith Kart Club
Gunnedah Kart Club
Lismore Kart Club
Manning Valley Kart Club
Sapphire Coast Kart Club

Carried By

NSW Speedway Kart Club (Until
Chairman
Dubbo Kart Club
Combined Districts Kart Club
Orange Kart Club
Chairman
Tamworth Kart Club
Chairman
Sydney Kart Racing Club
Chairman

Attendance

Canberra Kart Racing Club
Central Coast Speedway Kart Club
Combined District Kart Club
Dubbo Kart Club
Forbes Kart Club
Newcastle Kart Racing Club

North Shore Kart 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
Vintage and Historic Karts Australia

Wagga & District Kart Racing Club
Wollongong Kart Racing Club

Garry Pluis
Trish Maastricht
Paul Guintini
Arthur Mortimer
Kevin Tough
Errol Hancock
Mitchell Tate
Daniel Baker
Tony Johnson
Tony Agland
Tracy Stewart
Robert Brown
Bob Baker
Marta Laybutt
Paul Hull
Terry Conlon
John Mackenzie
Noel Judd
Gayle Murphy
Warren Southwell
Craig Wynn



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President	Richard Erdmann
Vice President & NKC Delegate	Bob Gallagher
Treasurer	Max Laybutt
Committee Member Metro	Simon Whiting
State Secretary	Karen Newton
Committee Industry Member	Chris Dell
Stewards Coordinator	Judy Preen
State Technical Advisor	Trevor White
Interim Committee Member Country	Derek Ferry
Clerk of Course Coordinator	Steve King
Assistant Clerk of Course Coordinator	Kim Freer
Assistant Technical Advisor	Les Allen
Tribunal Registrar	Ron Harradine

Apologies

Committee Member Country	Russell Grimson
Eastern Creek Karts Pty Ltd	
Junior Development Officer Position 2	Troy Hunt
Publicity Officer	Position Vacant
Officials Publicity Officer	Warren Henry
Raleigh Sprint Kart Racing Club	
Speedway Track Inspector	Jeff Burton
State Track Inspector	Tom Nipperess
Western Zone Track Inspector	Dick Catford
Ulladulla Districts Kart Club	

Moved Port Macquarie

Seconded Newcastle

Voting 22-0-2

Motion Carried

Item 2 - Acceptance of digital recorder

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

Moved Wagga

Seconded Dubbo

Voting 22-0-2

Motion Carried



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Item 3 - Open meeting to observers

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

Moved Dubbo

Seconded Sydney

Voting 22-0-2

Motion Carried

Item 4 - Confirmation of the October 2008 SKC Minutes

Recommendation: That the minutes be accepted.

Moved Manning Valley

Seconded NSW Speedway

Voting 22-0-2

Motion Carried

Item 5 - REPORTS

Item 5a - President – Richard Erdmann

We have given the ACCC the necessary information and we are not allowed to discuss communications.

It is pleasing to see around the country the attendance at race meetings given the state of the nation.

The restricted class is performing way above expectation. From the information that we can gather we seem to be retaining around ninety percent of those people as apposed to twelve months ago when we were losing in excess of sixty percent of all new 125 drivers.

As you are all aware clutches have been deferred and will be reviewed at the Committee's Conference.



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The governance process that we will be looking at later on today will outline some things that you will need to take into account because Bob will need your direction.

Other issues will come up through the course of the meeting which we will expand on.

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

We had a NKC meeting at the end of November and the minutes have been released. There are rule changes to the midget class.

The NKC want to head down the road of midgets being a single engine class. It will be interesting to see where that goes in the future.

The clutch debate was long and passionate. I took the stance and I hope that the stance that I took represents this council and the karters that we represent, that they did not want compulsory use of clutches. At one stage of the meeting they were going to exempt for a period or re look at the clubman class and go ahead with the J class or national class. On that my first question is why are we making it compulsory and I don't think anyone came up with a reasonable answer as to why and eventually when it went to the vote to determine it was four to three.

NSW needs to be very vocal in their opinion as to whether they should be compulsory or not. I was at the Brian Farley Memorial last weekend and out of twenty karters in the Junior National Class, three were using clutches.

I was at the original NKC meeting in 2002 and it was decided that by 2010 that karting would be tag, not clutches but tag. Somehow it got watered down along the way to clutches. This of course has always been a problem, which is just to let you know where it all started and finished.

The delegates were asked for a show of hands on who supported his vote followed by general discussion.



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I think the November meeting of the NKC was probably one of the more beneficial ones for karting that I have been too. Because the decisions that were made were good, including the reinstatement of the practice licence and the implementation of the school licence where we can start to get karting in the curriculum of school sport.

Richard requested over the next four to five months leading up to the committee's conference that clubs report figures for entrants that are using clutches at race meetings. How many are using clutches and whether it is growing during that period of time. We are only concerned about the Yamaha classes as in J and clubman, so we have the best information that we can possibly have.

Item 5c - Treasurer – Max Laybutt

The adjustments that we have made are working; we have a cash flow that is supporting itself.

Our surplus for the six months is around the \$18,000.00 mark which is where we wanted to be. Instead of facing a loss as were last year we have got a nice go forward margin.

Thank you to the loan applicants particularly Griffith and Wagga. They are continuing to send us repayments and as small as they may be it is constant.

Our licence numbers for July to December 2008 are within four for the same period year.

The participation rate is up by seventy one over a six month period, so no more karters but they are racing a little bit more often.

The Social and School licence has now been approved and the details will be circulated next week.

On the plastic card front, Warren Southwell has been my right hand man. The system is working superbly with the dedication of the team. Plastic licences are now being issued. The race management has been tested at Newcastle, at



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Lithgow as three separate meetings and will be trialed at Sydney on the 15th February. The system at this point in time is designed for use with the card but not with electronic timing. You would use it with lap scorers as you would normally do at a normal race meeting, it will be big benefit to all the clubs who are operating on an excel spreadsheet or paper.

Orange and Dubbo will also trial the race management in March, so the race management program is working.

The third and last contingent of that is we have concluded negotiations with the last of the timing people. I will be putting forward a report before the Executive for their meeting in March and hopefully they will make a decision as to which timing company we will use and then the system will be adapted to accept that timing company.

We have made application to the bank and have been approved to borrow the money to purchase the State Office. We are just weighing all the options up and you will be informed prior a decision.

Item 5d – Metro Committee Member – Simon Whiting

Will cover any issues during discussion items

Item 5e – Interim Country Committee Member – Derek Ferry assisting Russell Grimson.

Russell was hoping to be here today but unfortunately he has been admitted to hospital. Russell and I were going to speak last night to see what his plans are for the country clubs this year but unfortunately that hasn't happened. If possible after the SKC I would like to sit down with the country clubs for fifteen minutes to get ideas of where we are headed this year.

Item 5f – Industry Member – Chris Dell

The current state of the economy hasn't affected karting to date. There are going to be some price rises across the board over the next few months due the current exchange rate. Most of the major industry players are trying to contain this as much as possible to keep people racing. So far there has been very little effect on general sales.



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I will touch briefly on clutches, as every body knows I have a personal involvement. I have spoken to the other clutch manufacturers and so far the take up rate of clutches has been very good and it seems that people accept it and quite like it.

Motion: Acceptance of all reports

Moved Dubbo

Seconded Canberra

Voting 24-0-0

Motion Carried

Item 6 – Agenda Items

Item 6a – Calendar Changes
Proposed by Canberra

Motion: Canberra Kart Racing Club would like to amend three of its calendar entries, as follows:

26th April to the 19th April

21st June to the 14th June

23rd August to the 16 August

Motion Not Moved

Dubbo raised concerns amount the August change as it clashes with their Dubbo Gold Cup Meeting and object to this change.

The August date change is deferred for Canberra and Dubbo to discuss.

Amended Motion: Canberra's proposed April and June date changes accepted.

26th April to the 19th April

21st June to the 14th June

Moved Sydney

Seconded Combined

Voting 23-0-1

Motion Carried



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Item 6b – Ben O’Brien - Licence Upgrade
Proposed by Debbie Hutt

See correspondence No, 1

Motion: Upgrade Ben O’Brien’s licence to B Grade.

Motion Not Moved

Amended Motion: The SKC supports the Executive decision not to upgrade Ben O’Briens licence to B Grade.

Moved Port Macquarie

Seconded Sydney

Voting 24-0-0

Motion Carried

Item 6c – Temporary Affiliation Suspension
Proposed by Executive

Club	Date	Reason
Canberra	16 th – 20 th October 2008	Abra Event

Motion: Dates noted by SKC.

Motion Noted

Item 6d – Chapter 32 Restricted 125 Class
Proposed by Combined Districts Kart Club

Rule 32.09 Limitation on drivers.

Add: Drivers over 40 years of age who hold a B grade licence are excluded from this limitation.

Inclusion of this rule would be inline with Yamaha 100 Tag Class as this rule already exists in rule 2.23/3, Chapter 43 driver limitation.

Reason: There is a growing number of over forty drivers moving to this class as it is less extreme on an old body. Having to forfeit their B grade licence is keeping drivers from moving to this class. It restricts them from title races, or at



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club meetings that have little or no tag restricted entries the over forty driver is unable to compete in Tag or Rotax classes.

It also makes sense to encourage the older drivers to compete in the Tag Restricted class as it would provide a stabilising influence and a learning platform for the young inexperienced drivers.

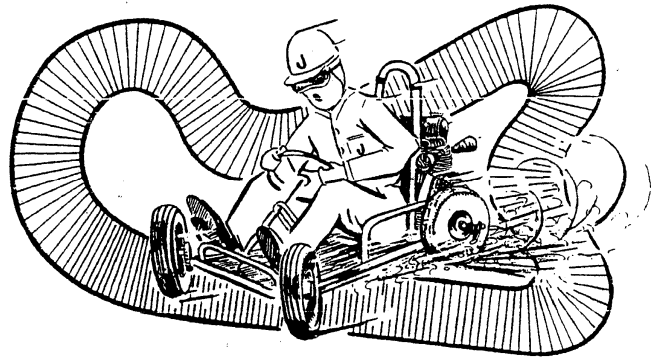
Motion: Forward Agenda Item 6d to the National Karting Council.

Motion Withdrawn

Forward to the NKC as a discussion item only.

Item 6e – Chapter 53
Proposed by VHKA

Vintage and Historic Karts
Australia Incorporated
25 High St Casino 2470



Dear Sir /Madam

Please be advised of the following Motions to be tabled at the Next State Karting Council meeting, for formal revue and ratification of the National Karting Council of the following.

Motion #1

The Vintage & Historic Karting Association (VHKA) formally requests that Chapter 53 of the 2009 AKA manual, be quashed immediately, and revert to chapter 53 of the 2008 manual.

The changes in the 2009 manual were not authorized or agreed to by the VHKA.



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Motion#2

The VHKA would like to know under what circumstances, changes and omissions to chapter 53 were made and approved, to be included in the 2009 manual,

We request an investigation into this incident, as changes made to this manual could have also been placed elsewhere within this manual / document.

The vintage & historic karting association is at present, reviewing chapter 53 of the 2008 manual, and will submit additions and or alterations for formal approval to the AKA as a matter of urgency.

Yours in Karting
Glen Gray
Secretary
Vintage & Historic Karting Club
25 High St Casino
02) 66625449

Motion: Forward to the National Karting Council.

Motion Not Moved

VKHA to reword chapter 53 for submission to the March NKC Meeting.

**Item 6f – Online Officials Training Package
Proposed by Bleeding Edge Computers**

The proposal will be distributed once received.

Motion: Accept the online officials training package proposal supplied by Bleeding Edge Computers.

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

Item 6g – NSW Junior Champion of Championship



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Proposed by Port Macquarie

The Port Macquarie Club are going to hold a **NSW Junior Champion of Champions** commencing Wednesday 18th November 2009

The schedule would be:

Wednesday 18th – Practice

Thursday 19th – Practice

Friday 20th – Time qualifying and heats

Saturday 21st – Racing

Sunday 22nd – Racing

Hoping this meets with your approval

Motion: Accept the NSW Junior Champion of Champions proposal.

Motion: Not moved

PMKRC to discuss with council concerns raised by the SKC in relation to children being away from school. The timetable to be resubmitted prior to promoting the event.

Consider renaming the event to The Junior Champion of Champions to entitle midgets to participate and to take on board that other clubs will be holding their final championship rounds around this time.

Moved Held over

Item 6h – Patron of Karting
Proposed by Sydney

Motion: The State Karting Council of NSW appoint a special sub committee of no more than 3 club delegates charged with the responsibility of identifying and approaching a prominent person (preferably with a motor sport background or at least involvement) with the view to nominating this person to the position of Patron of the sport of karting in NSW and on a National basis.

Amended Motion: The State Karting Council of NSW appoint a special sub committee of no more than 3 club delegates charged with the responsibility of identifying and approaching a prominent person (preferably with a motor sport



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background or at least involvement) with the view to nominating this person to the position of Patron of the sport of karting in NSW and on a National basis. A circular will be sent to the clubs calling for expressions of interest from those that would want to participate in the subcommittee. Once we have a list of names they will be sent out the SKC Delegates for consideration.

Moved Sydney

Seconded Combined

Voting 24-0-0

Motion Carried

Item 6i – Street Circuits
Proposed by Sydney

Motion: The State Karting Council of NSW appoint a special sub committee comprising a maximum of three (3) club delegates, as nominated by the delegates charged with investigating the likely issues to be overcome in proposing the reinstating of street circuits for karting in NSW, both temporary and permanent.

Motion Withdrawn

Bob Baker will discuss with the Sydney Olympic Committee and obtain feedback from their technical people.

Item 6j – Licence Dispensation Joseph Mawson
Proposed by Combined

Joseph Mawson is seeking dispensation to practice in Rotax Max and Junior Clubman earlier than his 13th Birthday. He is anxious to practice purely for this own benefit and this is only one month earlier than he is eligible.

Motion: Forward Agenda Item 6j to the National Karting Council.

Motion: Not Moved

Item 6k – TAG Wet Tyres
Proposed by Sapphire
To the Karting Council



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We Sapphire Coast Kart Club seek permission to be able to run Dunlop wet tyres in tag as well as the MG wet tyre. The reason for this is because we have a couple of Rotax drivers and 2 leopard drivers.

We would all like to race together as Tag instead of racing as 2 classes. The Rotax drivers have kids running J's, hence the running of the 125's in two separate classes.

Being so remote and with times being difficult it is making it harder on our club to survive.

If we were able to use both wets and run Tag this would be most enjoyable for the 125 drivers and more affordable than having to go buy MG wets for Tag. Last year we only had one wet meeting.

Please think of the fun this will bring back to our 125 drivers when making your decisions.

Racing with two people isn't as much fun or challenging as having four people to race with.

Thank you sincerely
Ben Campbell
Secretary
Sapphire Coast Kart Club

Motion: Forward Agenda Item 6k to the National Karting Council.

Motion Not moved – Refer to Rule 19.37

Item 6l – Tag Restricted Super Heavy
Proposed by St George Kart Centre

St George Kart Centre would like permission from the Council to run Tag Restricted Super Heavy in the Tag Super Series.

Motion: Include Tag Restricted Super Heavy in the State based Tag Super Series.



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Moved PMKRC
Seconded TEKA
Voting 22-0-2
Motion Carried

Item 7 – Discussion Items

Item 7a – Country Committee Member
Proposed by Orange

Karen,

Orange Club has requested me to enquire as to why the country clubs were not invited to make any suggestions as to who they wished to have as a replacement for Russell Grimson whilst he is ill? They also believe that his replacement perhaps should have been from a country club rather than a city club which they believe that Newcastle is.

Regards

Judy Preen
on behalf of Orange Kart Club

We needed someone to fill the position during Russell's illness who could liaise with Russell and the Executive in particular for the Junior Development Camp.

It is not a replacement for Russell Grimson's position it is purely and simply a conduit between Russell and the Executive while he is ill.

Item 7b – Governance Constitution
Proposed by Executive

Update on Governance. See Correspondence No. 2

We agreed essentially to a constitution some eighteen months ago which was to form a company limited by guarantee. The constitution was agreed to, but the



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process stalled. Around the middle of last year one of the states that had concerns put it to the NKC that we should review the process and decide if it is absolutely necessary to go to a company limited by guarantee or could we modify the constitution to reflect all the aspects that we wanted from a company limited by guarantee and what were the adverse effects of that. We then engaged Mr Mark Worsnop to review that process. Mr Worsnop is a constitutional lawyer and at our last NKC meeting he gave a presentation and identified that there was no necessity for the AKA to go to a company limited by guarantee unless the AKA had some predilection to spending a lot of money for compliance. The compliance costs of being company limited by guarantee is something like four times more than for an association. But we could put into the AKA constitution all of the requirements that we had in the company limited by guarantee, which was a board of directors, with committees underneath that where each board member was in control of a particular committee group, so essentially what was a company limited by guarantee except we are keeping it as a association has remained.

Part of the proposal was that each state had to basically change their constitution so that the delegate representing the state at an election was so directed by the State Karting Council which is essentially the clubs. So essentially the clubs were still carrying out the basic function of the election but their voice was being heard through a single representative. It was decided to do it that way because it gave the association the greatest amount of protection should you get a rouge board. When you have seven members it takes five of the seven to bring the board to a special general meeting which is relatively easy to achieve. Under the model that was previously proposed the company limited by guarantee was five sevenths of ninety two clubs, somebody would have to go to an awful lot of effort to rally that support. The revised constitution has done two things for us, one the clubs are still essentially voting through their state representative and part of the constitution is that the state has to be able to identify that the process took place and that the delegate has to have had direction from the SKC prior to an AGM election.

Forward to the NKC:

Define who is the face of the organisation within the constitution.



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R25 Quorum at a General Meeting needs to be changed from 20% to 58% and should define the numbers as well as percentages.

Clarify the Chairman roll under R7.1, R7.5 & R20 including any voting rights.

Motion: We move forward with the matter with clarification on the above issues.

Moved Dubbo
Seconded Sydney
Voting 22-2-0
Motion Carried

General Business

GB1

Scrutineer Schools and the Technical Team

If clubs require the technical team to attend their meetings or wish to request a scrutineer school their requirements will need to be forwarded to the State Office by the 21st February 2009.

GB2

Social Licences – In camera

Recommendation state to clubs \$85.00 including manual
Recommendation club to karter \$95.00 including manual

Moved Orange
Seconded CDKC
Voting 21-1-2
Motion Carried

If licence holders wish to upgrade from practice to competition they will need to pay a licence renewal fee.

GB3 – In Camera

School licences

School/teachers must purchase a manual.



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Licence for a period of one term and allows one race meeting around the end of the term.

State charge to club \$25.00
Club charge to student \$30.00 RRP.

Moved Dubbo
Seconded Tamworth
Voting 23-0-1
Motion Carried

GB4
Insurance Presentation

Transwest Insurance Brokers to be invited to attend the next SKC meeting for an insurance presentation.

GB5
2009 SKC/AGM

The next SKC/AGM will be held on the 25th July 2009.

The positions up for nomination will be distributed by the State Office.

GB6
Scrutineering with the Plastic Licence

Combined Districts Kart Club asked for a guidelines for scrutineering with the plastic licence system. Max suggested that if scrutineering was done prior to entry and that the karter was given a sticker that it would seem the best way. The SKC can set a state policy if they wish too.

The licence system will be expanded to incorporate technical; it is an ongoing evolving process. If faults are found at scrutineering they will need to be entered in the paper log book for the time being.

General discussion was then held regarding scrutineering requirements.

Meeting Closed 3.26pm