



**Karting (New South Wales) Inc**

**ABN 80 078 024 223**

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**Board Meeting Minutes –13<sup>th</sup> October 2014 – 4.10pm**

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**Attendance:**

<b>Directors</b>	<b>Appointed Officers</b>
Glen Egan	Graeme Abbott
Arthur Mortimer	Karen Newton
Bob Baker OAM	Phil Middleton
Chris Dell	Ron Harradine
Derek Ferry	Russell Grimson
Paul Giuntini	
<b>Invitee</b>	
Kelvin O'Reilly	

**Apologies:**

<b>Directors</b>	<b>Appointed Officers</b>
Paul Hull - Via telephone for part of the meeting.	Diane Kermond
	Mark Horsley – Via telephone for part of the meeting.

**Declaration of Pecuniary interests**

Chris Dell – St George Kart Centre and Kart Connect.

**Motion: Accept previous minutes – 30<sup>th</sup> July 2014**

**Motion:** The CEO was concerned that a sensitive issue in the minutes did not reflect the true aspirations of the board. The minutes have been amended accordingly and will be issued.

Moved: Bob Baker

Seconded: Arthur Mortimer

Motion: Carried

**Business arising from previous minutes**

## **Review of WH&S Matters**

### **Meeting Observer**

The Board has no objections to Mr. Kelvin O'Reilly being present at the Board meeting.

### **Financial Report**

#### **Proposed by the Board**

Financial report on the following:

1. Debtors
2. Creditors
3. Account Balances

**Motion:** Accept the financials for September 2014.

Moved: Arthur Mortimer

Seconded: Bob Baker

Motion: Carried

### **Item 1. Review of 20<sup>th</sup> September SKC Meeting**

Review the manner in which SKC meetings are held and the time taken to consider the agenda. The SKC delegate's policy requires finalization as well as a review of how agenda items are presented to the SKC and the time taken for the consideration of each agenda item.

The costs involved in an SKC meeting are significant as well as the "time strain" placed on each delegate to attend SKC meetings

It is agreed that the number of items on an SKC agenda needs to be limited sufficiently to ensure all items are addressed on the day. To that end, more scrutiny will be applied as clubs request agenda items to be added. The next meeting date is to be determined by the SKC.

### **Item 2. Report on Postal Votes**

1. PV11 Wagga and CKRC Date Change

Postal vote was successful.

**Motion:** Accept the postal vote outcome.

Moved: Bob Baker

Seconded: Derek Ferry

Motion: Carried

### **Item 3. Funds Management**

Responses received from:

1. Vintage and Historic Kart Club of Australia (NSW)

2. North Shore Kart Club
3. Dubbo Kart Club



19<sup>th</sup> August 2014.

The CEO  
Karting (New South Wales) Inc  
**RE: Karting NSW Funds Management.**

Glen,  
In response to your correspondence of 24<sup>th</sup> July 2014 requesting suggestions for financial recommendations we submit the following;

We see it as follows;

- 1) The current yearly surplus of approx \$109,00.00 and how that should be utilized
- 2) How next / future year's Budget's can be adjusted to better utilize excess funds.
- 3) Retirement of debt on Macquarie Street.

**Item 1)**

After a reading the suggestions of Karting Australia, we are concerned about the future of the smaller clubs and their ability to fund any maintenance requirements they will need into the future.

It would appear that Karting Australia intends to become involved in the major upgrading of Karting facilities in specific areas, and while the selected clubs will strongly benefit from the KA Plan, smaller clubs will battle for any funds they may require to continue to upkeep their facilities into the future.

And with that in mind we would suggest that Karting (NSW) commence our own, NSW, TRACK DEVELOPMENT FUND to service clubs that may get missed by the push by Karting Australia to provide these Major Facilities for Karting.

The balance of this year's funds approx \$109,000.00 could be used to commence the fund, and then it could be injected with 10% of our permit fees ( $\$222628.20 \times 10\% = \$22262.82$ ) being directed to the fund each year.

Item 2) needs to consider that the cost of Karting for the average club karter is becoming a major deterrent to many, and any reductions of set costs will greatly assist in the decision of many to stay in the sport, particularly when faced with perhaps needing to purchase the new motors that KA are to introduce.

Lowering of the direct fees will also make it easier for clubs to generate some more income of their own, by allowing them to offer lower initial club and licence fees to prospective new members.

It is our suggestion therefore that Karting (NSW) Inc. lower all the current licence fees x 15% ( $\$476500.26 \times 15\% = \$71475.04$ ) and the Club Affiliation fee x 50% ( $\$15359.20 \times 15\% = \$7679.60$ ).

The above 3 amounts in total, would lower the current budget income by \$101417.46, leaving a small amount for general funds as it should be.

We also believe that the above amounts should stimulate extra income by playing a major Roll in the retention and increase in membership and therefore produce financial growth of both Clubs and State, as it will really assist in containing current members and greatly assist in obtaining new members who face major "Start Up" Costs.

Item 3) we can see no real benefit in retiring any of the debt on the Macquarie Street Property. Interest rates at the moment have never been lower, and surely any prudent plan would not see the need to rid ourselves of a debt that is creating a major current asset, and one that would need to be replaced with a rental amount possibly higher than any current interest rate.

We offer the above suggestions in the strong believe that we need to consider easing the financial burden on both our current members and any new members that may seek to enter our sport as we do feel that the initial cost is currently excessive, and is often the key that stops many people from continuing or joining our sport.

Regards  
Max Laybutt  
On Behalf of the VHKA



North Shore Kart Club

Eastern Creek International  
Karting Raceway  
50 Peter Brock Drive  
Eastern Creek NSW 2766  
Po Box 6998  
Blacktown Business Centre  
NSW 2148

18th August, 2014

Dear Glen Egan  
CEO/Chairman  
Karting (New South Wales) Inc.

In response to the Karting NSW Funds Management letter issued on the 24th July, 2014, North Shore Kart Club strongly suggests that the first priority for the use of funds be for a Training Programme for the Training of Officials.

Kind Regards  
NSKC Committee



## ***Dubbo Kart Club Inc***

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Dubbo NSW 2830

Ph: 0490 101 894  
E: [dubbokartclub@hotmail.com](mailto:dubbokartclub@hotmail.com)

<http://www.dubbokartclub.com/>

Mr Glen Egan

Chief Executive Officer  
KartingNSW  
Locked Bag 8017  
Penrith NSW 2751

11/08/2014

RE: Funds Management Request - SKC Agenda item

Mr Egan,

As it is becoming quite critical for all Clubs to source, train and retain volunteer Officials in order to easily arrange and control local Race Meetings, it is imperative that a better method of Training of Officials and a programmed method of Training Officials Trainers be put in place by Karting NSW. To this end, Karting NSW needs to allocate a reasonable amount of funds to achieve any semblance of success. Currently it appears there are only a scant few persons able to undertake these absolutely necessary Training Schools, especially the training of Scrutineers and Technical Inspectors. For too long Clubs have struggled to secure the services of adequate Officials, especially for their Local Club Race Meetings and some Clubs have had to cancel Race Meetings.

We propose the following Motion be considered, debated and voted on at the SKC Meeting on the 20th September, 2014.

That Karting NSW allocate as a First Priority, funds to permit the Training of Officials and the development and implementation of a Programmed Method of the Training of Officials Trainers, on behalf of its Member Clubs.

Regards,  
Ian Hobden  
Club Secretary  
Dubbo Kart Club.

**Motion:** Director Financial Services to cost the suggestions and report back to the Board.

Moved: Arthur Mortimer  
Seconded: Derek Ferry  
Motion: Carried

#### **Item 4. Update on WOSR**

As a result of the recent SKC meeting, further questions were raised and suggestions made regarding the WOSR and forwarded to KA for comment and auctioning.

The CEO will report on any feedback from KA.

KA has provided further changes and clarification regarding the WOSR dated the 9<sup>th</sup> October 2014.

Coffs Harbour Kart Club requested that the Rotax Pro Tour set down for the June long weekend be moved. KA have indicated that the opportunity to move is unavailable and where any single event is moved has flow on effects to a variety of other events.

Director Member Services Southern Zone is to now finalise the State calendar.

#### **Item 5. Update on outstanding issues with KA**

The CEO has had further meeting and discussions with Kelvin O'Reilly with a view to finalising the KA response to the concerns and issues raised by KNSW during their meeting of June 16, 2014. CEO will report on the response from KA.

The CEO has received a reply today; he will review the document and report back to the Board.

#### **Item 6. Track development fund**

The following letter has been drafted for discussion prior to submission to KA

AKA Limited  
12 Macquarie Ave  
Penrith  
September 25, 2014

Re; Track Development Fund

Attention; Mr. Kelvin O'Reilly

Kelvin,

At our recent SKC meeting, concern was raised regarding the future effectiveness of the Track Development Fund in relation to Karting New South Wales and its members, particularly its smaller member clubs. As a result of that meeting, we are now looking to understand the pros and cons of exiting the TDF and administering our own similar fund.

Apart from the \$3.00 levy in the fee section on the Karting Australia web site I can find nothing that binds KNSW to contribute to the TDF and suggest that KNSW could cease its contributions to the fund effective September 30, 2014. As KA is not currently providing loans from the TDF the cessation of contributions should pose no impediment to the operation of the fund.

Should both parties agree that an exit strategy is inappropriate then KNSW will make good any outstanding contributions from the date of cessation.

So that both parties are able to gain a detailed understanding of this proposal I suggest the following actions would assist in formulating a way forward.

1. The trust deed requires that the capital and income be held on trust in the proportions contributed by the beneficiaries. Can you please provide the quantum of contributions as well as the income derived from that contribution by KNSW since the inception of the fund.
2. Please provide a balance owed by KNSW as at September 30, 2014.
3. Please provide your thoughts regarding an instrument which would relieve KNSW of the TDF levy within the CM:S system or the NCR's

Yours in Karting  
Glen Egan  
CEO/Chairman  
Karting (New South Wales) Inc.

**Motion:** Letter to be forwarded to KA.

Moved: Derek Ferry  
Seconded: Bob Baker  
Motion: Carried

#### **Item 7 Draft Affiliation Policy**

Bob baker will present the risk analysis requested by the SKC pertaining to the previously presented policy for discussion

**Motion:** That we accept Bob's risk analysis for presentation at the SKC meeting.

Moved: Derek Ferry  
Seconded: Paul Giuntini  
Motion: Carried

#### **Item 8 Draft SKC Delegates Policy**

The CEO will present a draft policy for discussion.

#### **SKC Delegates and Alternate Delegates**

**The Karting NSW Constitution allows a member club to have one nominee as a voting or non-voting member to the Karting NSW State Karting Council.**

1. Objective



- 1.1. This policy provides guidelines to the New South Wales State Karting Council, the Board of Karting New South Wales and its members as to the acceptance or otherwise of a nominee as a delegate to the State Karting Council and the operational requirements for such delegates and alternate delegates during their tenure.
2. Audience and applicability
  - 2.1. Karting New South Wales.
  - 2.2. State Karting Council.
  - 2.3. Members of Karting New South Wales.
3. Responsibilities and delegation
  - 3.1. It is the responsibility of the member club to ensure that the requirements of section 4 and 5 of this policy are adhered to at all times
4. Requirements
  - 4.1. A delegate, throughout their term must be a member of an Executive or a Secretariat or like body of the member club of which that person is a delegate.
  - 4.2. An alternate delegate must be a member of the member club, which they represent.
  - 4.3. A delegate or alternate delegate must not be recognized as a member of the karting industry. As such, is not recognized as a proprietor or operator of a trading entity, which retails or wholesales karts, kart parts or related services.
  - 4.4. A delegate or alternate delegate must at all times act in the best interest of the sport
  - 4.5. A delegate or alternate delegate must at all time act in professional manner and a manner courteous to all those present at an SKC meeting.
  - 4.6. A delegate or alternate delegate should be well informed of those issues that are to be discussed at each SKC meeting and should be prepared to participate in discussion at SKC meetings.
5. Operational requirements
  - 5.1. Delegates and alternate delegates are required to adhere to the KNSW Code of Conduct at all times.

5.2. A delegate may place an item on the agenda for an SKC meeting using the following guidelines

5.2.1. The agenda item must be clearly outlined.

5.2.2. The agenda item must be supported with some objective or reasoning so that other delegates have sufficient information to make their own enquiries on the matter and enable them to discuss the agenda item at their own club meetings prior to attending the relevant SKC meeting.

5.2.3. The agenda item must be supported by a minute in the delegates club committee meeting minutes to ensure that the agenda item has the support of the delegates club.

## 6. Term

6.1. So as to allow for alternative approaches through time and in a similar vain to the state Board, delegates are not to serve for any period greater than four years.

## 7. Contact for enquiries

7.1. Karting NSW office

## 8. Document history and details

**Motion:** To be reviewed by the Board for discussion at the next Board meeting.

Moved: Derek Ferry

Seconded: Arthur Mortimer

Motion: Carried

### **Item 9 Strategic Plan – Discussion Item**

**Item was deferred until after the sport review is released at 30<sup>th</sup> July Board Meeting.**

Bob Baker has formulated an extensive strategic plan, which has been circulated to all delegates. An action plan is now required so as to implement the activities outlined in the plan.

The Kartsport New Zealand strategic plan will be presented for discussion and cross-reference to the KNSW plan.

**Motion:** Strategic Plan put on hold until 2015. Glen Egan to distribute the Kartsport New Zealand strategic plan to the Board and State Officers. Bob Baker to continue research on the recognition program for Officials.

Motion: Carried

**Item 10 Request for review of Sportsman 125 Policy submitted by Dubbo Item was deferred until after the sport review is released at 30<sup>th</sup> July Board Meeting.**

Mr Glen Egan  
Chief Executive Officer  
Karting NSW  
Locked Bag 8017  
Penrith NSW 2751

14/07/2014

RE: Request for review of Sportsman 125 Policy

Mr Egan,

On 12/06/2014 I on behalf of the Dubbo Kart Club submitted an email via Karen Newton to the Board for discussion in relation to a review of the current Sportsman 125 policy with a view to changing the tyre options for the class which would hopefully increase participation rates in the class, allow cross entering of competitors between Restricted and Sportsman classes and overall lower to costs of competitors wishing to contest both classes or make the move from Restricted to Sportsman classes.

I note from the minutes of the Board meeting from the 25th of June that this item was discussed at agenda item 24 and was unfortunately declined by the board with a motion sighted as the request as "it falls outside the rulebook." We fail to see how this request falls outside of the bounds of the rulebook as it stands. This is both disheartening and frustrating to see such a decision made; which in our opinion is in the best interests of all clubs statewide.

As I'm sure the board would be aware Sportsman 125 is a state based class with a policy drafted and approved by the State Karting Council as per Chapter 36 of the Karting Manual.

Within in this section under Rule 36.5(a)(i) the State Karting Council has the ability to set the dry tyre option for this class and as hence our request to have the SKC or the board review the policy in regards to the permitted dry tyre options.

As per our previous request the addition of Mojo D2 and MG AZ Red to the currently permitted Dunlop SL6 would allow better use of the Sportsman 125 class in that drivers competing at a Pro Tour event would be able to enter the class on their Pro Tour setup in order to do testing at a club run event prior to a

pending Pro Tour event, which would increase entry numbers at local club events rather than see Pro Tour driver only come to the track for private practise leading up to an event. Furthermore the addition of MG AZ Red as a dry tyre option would also allow those competing in a restricted class to enter Sportsman 125 using one of their race meetings as per rule 13.15(c)(v) and may in our opinion increase participation in the Sportsman classes (and in turn TAG125 at major meetings); it could also lead to clubs getting more entries as some competitors may wish to enter both Sportsman and Restricted at the same meeting.

We have no doubt that if the policy were to be reviewed that it would be beneficial to all clubs in the state and would receive the blessing of the delegate clubs if referred to the SKC.

We request that the board revisit and reconsider this item and refer to the SKC at the next meeting.

Regards,  
Ian Hobden  
Club Secretary  
Dubbo Kart Club.

To be added to next SKC agenda.

Deleted policies to be removed from the website, Premier Tag and Sportsman Class.

The Board agrees with the proposed changes to Sportsman 125 but renaming as NSW Sportsman 125. On hold until the sport review is released.

Moved: Bob Baker  
Seconded: Derek Ferry  
Motion Carried

Listed on the adjourned SKC agenda.

**Item 11 State Tribunal Registrar Position  
Carried over from 30<sup>th</sup> July Board Meeting.**

Diane Kermond has advised the CEO that she would like to stand down as State Tribunal Registrar.

**Motion:** Karen Newton be appointed the State Tribunal Registrar

Moved: Bob Baker  
Seconded: Paul Giuntini  
Motion: Carried

### **Item 12 National and State Cup/Trophy events**

CHKRC have requested KNSW apply to have the East Coast Over 40's Titles recognized as a Cup Event. CDKC have requested the same for their Ladies Event and Lismore for their Young Guns.

Discussion is required as to which events in NSW might fall under the banner of a Cup or Trophy event prior to any submission to KA.

Correspondence also received from Lismore for clarification of the Young Guns event.

**Motion:** Prior to application to National, KNSW will establish the pros and cons on each of the categories including the costs and likely scenarios. Mark Horsley has agreed to draft the submission.

Moved: Arthur Mortimer

Seconded: Bob Baker

Motion: Carried

### **Item 13 National and State Championship rounds for 2015**

KA has advised that NSW will be given a single round of the National Championships for 2015 and NKRC have been nominated for this event by the SKC. A formal submission to KA will need to be formulated for their approval

The NSW State Championships will be conducted over three rounds with the host clubs being

Griffith – Round 1

Dubbo – Round 2

CDKC – Round 3

A formal submission will need to be formulated for approval by KA. Such submission will outline the structure of the point score system being proposed as well as an outline of each clubs facilities and their ability to host such an event as well as any likely contributions from local authorities. KNSW will engage Sports Marketing Australia for their assistance on behalf of each club.

**Motion:** Chris Dell to prepare the submission to National.

Moved: Bob Baker

Seconded: Derek Ferry

Motion: Carried

### **Item 14 Grenfell State Championships**

State Events Coordinator to report on the event

Report noted.

**Item 15 KNSW logo change**

KA are requesting each state to fall in line with a common approach to logos across the country. The proposed logo is for discussion.



**Motion:** To accept the new logo.

Moved: Derek Ferry

Seconded: Arthur Mortimer

Motion: Carried

**Item 16 Correspondence from Wollongong re Vortex Mini Rok Homologation**

**Outstanding from 25<sup>th</sup> June 2014 Board Meeting**

**Item was deferred until after the sport review is released at 30<sup>th</sup> July Board Meeting.**

WKRC (Inc)

PO Box 266 Gympie

Post code 2227.

Email: WKRC@optusnet.com.au

Ph. 0425 279 847

02 9525 9862

24 June 2014

CEO KNSW

On Sunday the 22 June 2014 the WKRC held an official practice session at the Picton Karting Track. At the commencement of that session it came to the notice of officials that one of the cadet competitors had a Vortex 'Mini Rok' mounted to his kart.

At the time club officials were of the belief that this engine was not approved for use within AKA regulations. The father was adamant he had been told that the

engine had been homologated and was approved for use. Following some amicable discussion he replaced that engine with a Comer SW80 engine which conforms to the current AKA rule book.

Since then our club has researched the use of this engine. We made contact with Mr Les Allen the National Technical Director who informed us that the engine had been homologated and could be used in practice sessions. He further told us that it was in the rule book, however we should contact Sue Wallace at the National Office for further data in respect of the homologation of the engine.

Following on from a phone call with Sue Wallace on Tuesday the 24 June 2014, she informed our club that the 'Mini Rok' engine was homologated on the 23 August 2012. She was unable to supply us with a copy of any homologation documents as she had been instructed by Mr Allen that it was not within the bounds of usual practice. We accept that the A1 rule should be followed in this regard. She did however suggest that all homologation documents had been forwarded to the various State Technical Officers who should have it at hand. To the best of our knowledge our club has not been officially advised of any homologated engines being approved by the AKA.

She further told us that the use of the engine was subject to section 21.06.01 of the AKA manual. (We have attached both the 2013 and 2014 versions of that chapter as an annexure to this document for your convenience.). The 2013 rule book outlines the following:

**21.06 The following definitions are used in this chapter:**

**1. "Homologation".**

*An engine or component that has been approved in accordance with this chapter 21, can be used on AKA tracks under the conditions as finally approved by the AKA within the homologation approval documentation. The previously used term of Registration is no longer used and Homologation is the only approved term. That rules does not clearly indicate what details of the homologation were 'finally approved' or which engines are approved.*

This section has now been removed from the rule book and replaced with the following in the 2014 rule book which states:

**CHAPTER 21 (2014)**

**AKA Equipment & Homologations Procedures**

*The Homologation and registration of products for use in any AKA authorised activities require formal application too and the approval of the AKA.*

*A key factor of Homologation of a component or engine is that it must be in the best interests of Karting and, as such, be supported and recognised by the AKA that it is complementary to current and future directions of Karting. AKA will*

*determine all fees and conditions precedent that are required to be met by any Applicant seeking to obtain homologation of any component.*

*Homologation of a component does not imply or guarantee use in a Class or Classes or for practice / private practice.*

*Application for use in a Class or Classes or for practice / private practice can only be made after Homologation has been granted by the AKA.*

*The Equipment and Homologation Procedures including all supporting documents, instructions and requirements are available from [www.karting.net.au](http://www.karting.net.au) or the AKA National Office.*



This rule does not stipulate which engine or components are homologated nor does it make reference to the detail of that homologation or if in fact a homologated engine may be used in practice sessions. There is no detail in respect of driver limitations. Under the heading of '**Technical**' on the AKA website the Vortex/Mini Rok engine is not listed. It therefore should be assumed that this engine does not fall into any category that is approved for use at an AKA sanctioned event.

Our club would like some clarification of the current position regarding homologated engines.

1. If the Mini Rok or any other engine has been homologated where can we gain access to that information?
2. What are the details of the homologation document?
3. Is the Mini Rok or any other engine, for example the Subaru 4 Stroke engine, homologated for AKA practice?
4. What driver limitations are in place to use homologated engines outside the parameters of usual competition?
5. How this information is disseminated to the clubs?

Following our research we have not been able to locate any documentation that can assist us in determining the precise situation in regards to engine and driver limitations.

As this information was not readily at hand on Sunday the 22 June 2014 club officials found themselves in what is now an embarrassing situation. We are still none the wiser following that research.

We are seeking some guidance bringing this issue to the attention of the Board of KNSW for some clarification and any necessary attention.

Regards,  
N. Scullion  
Secretary  
WKRC.

Due to the fact it is a late agenda item the CEO will seek assistance from KA so as to clarify the situation.

Deferred until after the sport review is released.

KA CEO advised that they are in the process of documenting all homologation paperwork, for inclusion on the KA web site.

**Item 17 Sport and Recreation funding and the CEO will report on a meeting with John Egan, Director Participation and Partnerships, Sport and Recreation.**

The template supplied by Sport and Recreation to be finalised with the Clubs.

### **Item 18 KA Insurance Handbook Program**

Discussion regarding the KA Insurance Handbook Program and whether the Come and Try State Policy needs to be reviewed.

Issues resolved, no further action required.

### **Item 19 SKANSW INC. Affiliation Application**

Glen

Firstly thank you for your attendance at our meeting last night.

Your contribution in speaking at the meeting was very much appreciated and certainly went a long way to convincing our members that our recommendation to join Karting NSW was indeed the right decision.

Our vote was a unanimous YES to affiliate with Karting NSW.

It is fantastic to know, that our members are on-board, and the committee was very pleased to see the turnout we had - with a cross section of our drivers and teams represented.

Ray Russell will call you today to thank you personally and talk about the road ahead.

I will organise the affiliation paperwork, and payment and get this back to Karen.

Once again thank you for being a part of a great night for Subaru Karting. We look forward to working with both Karting NSW and forming an alliance with SEK Endurance series to really grow 4-stroke karting membership.

Best regards

Mark Pickering

**Motion:** Request supported by the Board, refer to SKC.

Moved: Chris Dell

Seconded: Paul Giuntini

Motion: Carried

### **Item 20 E-Cigarette**

Morning Mark

With the increase of the use of E-Cigarettes the users attitudes exclude themselves from being compliant to the no smoking rule in restricted areas of a Kart Meetings

What is the position officials need to take given extracts from Wikipedia on safety issues being explosions , ignition

Wikipedia information below when searching E- Cigarette

Major injuries and illness have occurred from using e-cigarettes such as explosions and fires.<sup>[2]</sup>

Atomizer resistances usually vary from 1.5Ω ([ohms](#)) to 3.0Ω from one atomizer to the next but can go as low as 0.1Ω in the most extreme cases of [DIY](#) coil building which produce large amounts of vapour but could present a fire hazard and other dangerous [battery failures](#) if the user is not knowledgeable enough about basic [electrical principles](#) and how they relate to battery safety.<sup>[5]</sup>

Neil Owen

Item deferred to next Board meeting.

#### **Item 21 - Working With Children Check**

Bob Baker to discuss club and state requirements for the Working with Children check.

**Motion:** Bob's submission to be circulated for further discussion and implementation.

Moved: Bob Baker  
Seconded: Derek Ferry  
Motion: Carried

#### **Item 22 – Barcoding at PMKRC State Championships**

Discussion minimum volunteers for barcoding at state championships.

Graeme Abbott and Ron Harradine to ensure that there enough scanners and personnel for the State Championships

#### **Item 23 – 8<sup>th</sup> November SKC Meeting**

Correspondence received from NKRC and draft response.

**Motion:** Draft response approved to be forwarded to Newcastle Kart Racing Club.

Moved: Bob Baker

Seconded: Derek Ferry  
Motion: Carried

**Item 24 – Rule Change Request – Teka Rule 46.8 part b (iv)**

This item was on the September SKC agenda.

Applications should be submitted by no later than 30 June each year.

Date

**NEW RULE / RULE CHANGE REQUEST FORM**

<b>Name of Person Submitting Request</b>	Matt Hill		State / Position	NSW TEKA President
<b>Rule Type</b> (Delete)	General Regulations	Competition	Technical	Competition Classes
<b>Rule Number</b> (If change to existing rules)	46.8 part b (iv)			

<b>Cross References With Other Rules</b>			

**Clearly explain the new rule/changes requested.**

Briggs & Stratton Animal Class- Provisional C Grade. P plate drivers are to start from the rear of the grid in their own qualifying order.

**What is the new rule/rule change meant to achieve? Why is this request being submitted?**

We have changed the ruling on minimum licence requirements for the Briggs and Stratton class to be more in line with other forms of karting.

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<b>Are there any cost implication of this proposal?</b>	Yes	No
<b>If yes, what are they?</b>		

The CEO will include in the Chapter 46 review to be submitted to KA.

**Item 25 – Rule Change Request – Teka Rule 46.14 part c (iii)**

This item was on the September SKC agenda.

**NEW RULE / RULE CHANGE REQUEST FORM**

<b>Name of Person Submitting Request</b>	Matt Hill		State / Position	NSW TEKA President
<b>Rule Type</b> (Delete)	General Regulations	Competition	Technical	Competition Classes
<b>Rule Number</b> (If change to existing rules)	46.14 part C (iii)			
<b>Cross References With Other Rules</b>				

**Clearly explain the new rule/changes requested.**

For karts competing in the B&S ‘Animal’ class, final drive sprocket to be 67 teeth.

**What is the new rule/rule change meant to achieve? Why is this request being submitted?**

We have changed the gearing of the B&S class to avoid over revving of these motors.

<b>Are there any cost implication of this proposal?</b>	Yes	No
<b>If yes, what are they?</b>		

The CEO will include in the Chapter 46 review to be submitted to KA.

**Item 26 – Teka Loan Request**

Hi Karen,

Teka is looking to buy a large van or pantec truck to carry the Teka equipment across the countryside. We have the fortunate problem of a high growth rate which in turn requires more equipment.

Our current Teka trailer no longer has the space and we only have 3 committee members with a vehicle capable of towing it.

The amount we are looking at spending on the purchase is around \$30,000. At current forecasts we look to be finishing the year with approximately \$26,000 in the bank.

We do like to keep at least \$10,000 in reserve in case we need to make an emergency purchase.

As discussed with Glen Teka does not meet the requirements for a loan through the TDF. Therefore we would like to ask for a loan of \$15,000 from Karting NSW.

We expect to be able to sell our Teka trailer for between 5 & 7 thousand. This amount would be paid back directly to Karting NSW.

Following on from there we would expect to be able to pay \$2500 per race meeting.

As you would understand our only income is from race entries which are held roughly every 6 weeks. We would also make extra repayments if we have a good profit round.

Teka has held a loan before with Tracksa Australia for \$22000 which we always paid double repayments and paid back well before time.

Thanks in advance for taking the time to look at this proposal. We are always striving to make Teka the most professional series we can, which most clubs will surely agree with.

Thanks Matt Hill  
Teka President.

**Motion:** The CEO to draft a set of guidelines on how KNSW would treat applications for short term financial assistance.

The CEO will also work with TEKA to submit a detailed cash flow analysis and lending criteria as requested by TEKA.

Moved: Derek Ferry  
Seconded: Paul Giuntini  
Motion: Carried

**Item 27 – PMKRC Track Licence**

Glen Egan to reply with assistance from Phil Middleton to PMKRC's track licence email dated 13<sup>th</sup> October 2014.

**Item 30 – CMS Training for CMS timing**

Director Financial Services to prepare a budget to be prepared for training for CMS timing.

Next Board Meeting 26<sup>th</sup> October 2014 at 4.00pm.

**Meeting closed 9.50pm**