

57TH ANNUAL GENERAL MEETING

STATE KARTING COUNCIL OF
KARTING WA INCORPORATED

27th October 2018

AGENDA

ORDER OF BUSINESS

- 01/18** Opening Address
- 02/18** Minute procedure – acceptance of digital recorder
- 03/18** Apologies
- 04/18** Tabling of Proxies
- 05/18** Adoption of Minutes from previous general meeting
- 06/18** Business arising from Minutes
- 07/18** Reports
- 08/18** Correspondence
- 09/18** Election of Officers
- 10/18** Agenda Submissions including Discussion Items for Karting WA
- 11/18** Administration and Finance
- 12/18** Review of 2019 State Regulations
- 13/18** Review of 2019 Rules for:
- Western Cup Zone Title Series
 - Northern Zone Title Series
 - South Eastern Zone Title Series
- 14/18** 2019 State Championships
- 15/18** 2020 State Championships
- 16/18** 2019 Competition Calendar
- 17/18** Close of meeting
- If time permits discussion on those items submitted which are in KA Manual changes.

01/18 OPENING ADDRESS

Opening address by Chairman including introduction of SKC members and Management Committee members.

02/18 APOLOGIES

03/18 TABLING OF PROXIES

Tabling of proxies.

04/17 MINUTE PROCEDURE

Acceptance of digital recorder as an official recording for the purpose of minute taking by the secretary.

05/18 ADOPTION OF PREVIOUS MINUTES

Adoption of Minutes of 2017 SKC Annual General Meeting held on 21st October 2017.

06/18 BUSINESS ARISING FROM MINUTES

Business arising from Minutes.

07/18 REPORTS

- 7.1 President's Report.
- 7.2 Treasurer's Report: Financial Audit Report.

08/18 CORRESPONDENCE

09/18 ELECTION OF OFFICERS

Appointment of Returning Officer and two (2) Scrutineers.
All positions declared vacant.

POSITION: *PRESIDENT*

MR GARY LIGHT by Retiring Council
MR GARY LIGHT by Tiger Kart Club

POSITION: *VICE PRESIDENT*

MR ALAN WADDINGHAM by Retiring Council
MR ALAN WADDINGHAM by Tiger Kart Club

POSITION: *TREASURER*

MRS SANDRA WALKER by Retiring Council
MRS SANDRA WALKER by Tiger Kart Club

POSITION: *STEWARDS' CO-ORDINATOR*

MR JOHN WISHART by Retiring Council
MR JOHN WISHART by Tiger Kart Club

POSITION: *TECHNICAL OFFICER*

MR HANZ BARTH by Retiring Council
MR HANZ BARTH by Tiger Kart Club

POSITION: *TRACK SAFETY OFFICER*

MR PETER ARSCOTT by Retiring Council
MR PETER ARSCOTT by Tiger Kart Club

10/19 AGENDA SUBMISSIONS

(a) **MANAGEMENT COMMITTEE**

CONSTITUTION:

Management Committee propose updated Constitution be accepted in its entirety and submitted to DOCEP for acceptance and advisement of any further changes.

Reason:

To comply with the new act, the constitution needed to be reviewed and updated.

(b) **HURRICANE GO KART CLUB**

CONSTITUTION:

Hurricane Go Kart Club wish to modify the wording in relation to Postal Votes:

15.10 Postal Votes: If a majority of delegates agree or at the Management Committee's request a postal vote can be held. It must be given in the way of an email or facsimile. The vote must be received no more than 7 days after the date of notice of the postal vote by email or other suitable means determined by the Management Committee. If a majority of delegates permit the vote maybe received in a shorter or longer period of notice. A non response to the motion shall be recorded as a response in the negative.

To now read:

15.10 Postal Votes: If a majority of delegates agree or at the Management Committee's request a postal vote can be held. It must be given in the way of an email or facsimile. The vote must be received no more than 7 days after the date of notice of the postal vote by email or other suitable means determined by the Management Committee. If a majority of delegates permit the vote maybe received in a shorter or longer period of notice. A non response to the motion shall be recorded as a response in the positive.

Reason:

It becomes unfair for clubs who lose a postal vote such as a date change due to a club not submitting a vote. If a club does not vote, it shouldn't affect the club submitting the postal vote.

(c) **BUNBURY CITY KART CLUB**

SUPERKARTCLUBWA:

Bunbury City Kart Club propose that the SuperKartClubWA be disaffiliated from the SKC.

Reason:

- a) There will no longer be Long Track Racing in the KA Manual from 2019 (see Class Rules Chapter 25).
- b) Their decision to race under an opposing Body (KartWest) rather than under the KWA permits, therefore providing no contribution to Karting WA or our clubs.

(d) **HURRICANE GO KART CLUB**

STATE CHAMPIONSHIP DATES 2020:

Hurricane Go Kart Club request that any future State Championships be moved to the Easter Long weekend.

Reason:

The travel time within our state can be a great distance for many competitors depending on where the State Championships are being held. Having the extra holiday time on this weekend would be very beneficial to a lot of competitors wishing to compete which would also hopefully increase numbers.

(e) **EASTERN GOLDFIELDS KART CLUB**

WA STATE SPRINT KART CHAMPIONSHIPS:

Eastern Goldfields Kart Club request that the WA State Sprint Kart Championship date be changed from the current September date to Easter weekend from the 2020 State Championship.

Reason:

The Easter weekend has historically remained a vacant weekend on previous year's calendars and the change will free up the later part of the calendar year. The four day weekend would cause less time off work/school for karters.

(f) **ESPERANCE KART KLUB**

STATE CHAMPIONSHIPS:

Esperance Kart Klub propose that the rotation for the State Championships be reverted back (from 2 country clubs, 1 city club) to 1 country club, 1 city club.

Reason:

The current karting climate has seen the membership numbers at smaller clubs decrease and consequently the number of members will and able to run a state championships.

(g) **BUNBURY CITY KART CLUB**
STATE CHAMPIONSHIPS:

Review the rotation of State Championship allocation. The current rotation doesn't appear to be a fair system. Currently a country, country, city rotation. Suggest a discussion on how to best review/work. Potential ideas and suggestions (but not limited to): -

- a) Options (not limited to) can include any club can submit an application to host the event and the club is awarded based on the merit of the application, regardless of location, allowing for certain criteria to be met (support from club and membership, locality facilities – such as availability of accommodation etc).
- b) All clubs that wish to potentially host a Championship over the next (eg) 10 years, submit their interest and the next 10 State Championships are randomly drawn and should a club not be in a position to host it is passed to the next club.

Reason:

More city clubs appear in a situation that can host a State Championship. Both with financial backing and club membership base.

(h) **HURRICANE GO KART CLUB**

TaG 125 RESTRICTED MASTERS CLASS:

Return the weight to be as per the KA Manual of 182kg.

Reason:

This is the national weight and most people in the class make the weight easily.

(i) **EASTERN GOLDFIELDS KART CLUB**

STATE REGULATION GENERAL RULE 5:

Eastern Goldfields Kart Club wish to reword to read:

At any State, Zonal or Club Competition, competition number allocation will be done at time of pre-entry on CMS system on a first in best dressed scenario. Where a driver pre-enters with an illegal number ie 99a the competition number will be allocated by the organiser's at the close of entries.

Reason:

This change will encourage early pre-entry and reduce time to organising club at driver's registration. Drivers have notification at time of pre-entry if their preferred number is available. If not they are given a choice of an alternative number.

(j) **BUNBURY CITY KART CLUB**

RACE NUMBERS:

Bunbury City Kart Club proposes a State Register is compiled of all kart entrants per class to avoid clashes in kart numbers in classes when racing at different tracks for Open events.

The longest standing driver in the class takes precedence on the kart number to establish the original register, after application of the rules from the Karting Australia manual.

Reason:

Numerous kart number clashes throughout 2018 have caused many issues, and to avoid future clashes a State register (or northern/southern register) would avoid these clashes. Drivers can spend a lot of money to prepare and present their karts with professional sticker kits and it can be disappointing to have another kart enter with their number (sometimes last minute) after a driver has raced in a class for (sometimes many) years to then have to change their number.

(k) **BUNBURY CITY KART CLUB**

RACE NUMBERS:

Should the above submission not be passed, Bunbury City Kart Club propose that should a kart number clash (see Karting Australia Competition Rules, Chapter 1, Rule 11j in conjunction with State Regulations General Rule 5) the final decision should multiple non-members of the Organising Club wish to enter a class and run the same number, the final decision is to be made from the Hosting Club.

Reason:

Numerous kart number clashes throughout 2018 have caused many issues, and to avoid future clashes, if the previous submission of a State Kart number register is not approved, the final decision of who can run which number should revert back to the promoting club. Should the event be part of a Series, the kart number for a driver should remain the same throughout the entire series.

(l) **ESPERANCE KART KLUB**

TYRES:

Esperance Kart Klub propose that should a harder compound tyre be offered for Cadets, Juniors and KA3 at clubrun level, it be accepted for use at all events across WA.

Reason:

Cost to Karters

TIGER KART CLUB

TYRES:

Tiger Kart Club request that if Karting Australia approve the use of a harder compound tyre, Karting WA adopt this at all Club, State/Zone and State Championship Meetings within Karting WA.

Reason:

The current tyres are too soft and have dramatically increased the cost of karting. The result is a large downturn in members being able to race, as well as practice. If a harder compound tyre is introduced, this needs to be across the board for all levels of racing up to and including the State Championships. It would a further detriment to the sport to introduce a harder compound tyre at Club and Zone/State Series/State Club level and have the current soft compound remain at State Championships.

(m) **BUNBURY CITY KART CLUB**

FORWARD FACING CAMERAS:

The use of (as a minimum) 1 (one) forward facing camera be mandatory at all State Championships, State Series, State Cup, Zonal Competitions as per Technical Rules; Chapter 1; Rule 8 (iv) throughout WA.

Reason:

These provide factual information for drivers and officials to help make more informed decisions on racing incidents that make for safer racing. They are not an expensive investment as you can purchase a suitable camera from as little as \$50.

(n) **BUNBURY CITY KART CLUB**
WA CADET 9 CLASS

Create a WA Cadet 9 Class in our State Regulations, running under the Cadet 9 class rules as per the Karting Manual (Class Rules, Chapter 1, Cadet 9 Rule) removing the following rules:

Rule 6b) Carburettor

Vortex Mini Rok

2) For Zonal and Club level Competition only – one (1) Main Jet – 97

Rule h) Transmission

For Zonal and Club level Competition only: 72, 74, 76, and 78, 80 and 82 tooth rear sprockets are the only sprockets permitted to be used.

Rule i) Sparkplug

(i) For Zonal and Club level Competition only:

1) NGK B9EG

2) NGK B10EG

Rule 8 Rear Axle

a) For Zonal and Club level Competition only:

Maximum OD – 30.0mm / Maximum ID – 24.0mm

Minimum length – 920mm

Maximum length – 960mm

9 General

Rule b) Data Logging and/or Electronic Dash Display

(i) Not permitted for Zonal and Club level Competition only

Rule c) Wheels:

For Zonal and Club level Competition only, Magnesium wheels are not permitted.

Reason:

KA's intention to bring these rules in were to limit the costs of the entry level/basic karter, however these rules have incurred additional costs to the average karters, as this gear isn't standard to what most karts run (so they have to be purchased) and most karts have the data loggers/electronic dash display as part of their setup. The data loggers don't gain any advantage to the karters apart from being able to monitor the expensive equipment they run.

(o) **MIDWEST KART CLUB**

LICENCE FEES:

Reduce the price of a full kart licence by \$100 by setting up a user pay system.

If the state reduces the cost of a license by \$100 and then charges everyone \$10 extra to race in an open meeting throughout the year. This will make a kart license cheaper for the club day racer and the karters that race in open meetings can race 10 meetings before it will cost them anymore.

2017 there was 733 full licences

733 x \$100 = \$ 73300 loss to karting WA

\$10 from all open meetings

North zone 5 meetings average 70 drivers per meeting = \$3500

South zone 4 meetings average 70 per meeting = \$2800

Western cup 4 meetings average 150 per meeting = \$6000

Carnival of Karts, King of Hill, Coastal Classic 200 each = \$6000

Dash for Cash 150 = \$1500

WA state titles 200 = \$2000

Others 200 = \$2000

TOTAL from entries = \$23800

If you picked up 250 new drivers the state would get \$55 x 250 = \$13750

If 200 of the new drivers raced 6 open meetings 200x6x\$10 = \$12000

The total income from the user pay is = \$49550

So the new driver only has to pay \$255 for a licence which sounds a lot cheaper. We are sure the state can take a loss for a year or two to get the sport up and going again. They can increase the user pay fee after a year or two then it won't run at a loss. The numbers at the open meeting are only estimated so you can put your own figures in and do your own calculations.

Reason:

Make the kart licence cheaper for club day racer.

DISCUSSION ITEMS

- (a) **ESPERANCE KART CLUB**
Discussion Item:
That there be more opportunity for club delegates to meet face to face during the year.
- (b) **ESPERANCE KART CLUB**
Discussion Item:
Open discussion about stewarding, parents/guardians behaviour. Thoughts about changing or adding penalties.
- (c) **TIGER KART CLUB**
Discussion Item:
Review the current lack of Graded Technical/Scrutineer Officials in WA.
- (d) **HURRICANE GO KART CLUB**
TRAINING:
Provide more training for officials including starter and technical training. Training is not provided for the starter but they have one of the most important jobs on the day and with consistency being the key providing the proper training would be a good way to get this. This could also lead to more people willing to do the job if there is training provided.
- (e) **MIDWEST KART CLUB**
Discussion Item:
To have KA 100 and TaG 125 Restricted run in each others classes at Open Meetings. If they don't offer some of the classes they may have them running together as they do over east eg SA States this year. If one is faster than the other maybe the State Tech can put some weight on the faster one after a couple of meetings to can more parity. This would create bigger fields and allow more karters to compete at open meetings. May also be a way to consolidate some classes??

11/18 ADMINISTRATION AND FINANCE

- (a) Appointment of Auditor.
- (b) Proposed Karting WA Inc. Budget for 2019.

12/18 2019 STATE REGULATIONS

All State Regulations to be reviewed by the State Karting Council including Sportsman Class rules (see attachment).

13/18 WESTERN CUP ZONE TITLE SERIES, NORTHERN ZONE TITLE SERIES AND SOUTH EASTERN ZONE TITLE SERIES

2019 Format for:

- 1. Western Cup Zone Title Series;
 - 2. Northern Zone Title Series; and
 - 3. South Eastern Zone Title Series.
- (see attachments)

14/18 2019 STATE CHAMPIONSHIPS

- (a) Date: 4th, 5th and 6th October 2019 (Traditional W/End)
Date: 28th, 29, and 30th September 2019 (based on 2018 Weekend)
- (b) Host and venue: Esperance Kart Club
- (c) Entry Fee.
- (d) Method of Racing.

15/18 2020 STATE CHAMPIONSHIPS

- (a) Application has been received by Midwest Kart Club.
Note: Hurricane Go Kart Club submitted to host if a country club did not submit an application.

16/18 2019 CALENDAR

Review and finalise 2019 Competition Calendar.
Set dates for AGM.

17/18 CLOSE

Close of Meeting

ITEMS FOR INFORMATION/DISCUSSION IF TIME PERMITS – THESE ITEMS ARE RULEBOOK CHANGES AND NEED TO BE SUBMITTED ON THE CORRECT FORM FOR THE NEXT RULEBOOK REVIEW (APPROX MAY 2019)

(a) **ESPERANCE KART CLUB**

PENALTIES:

A driver that causes another driver to DNF gets a 10 second penalty and starts rear of field in the next race.

(b) **BUNBURY CITY KART CLUB**

B GRADE ENDORSEMENTS FOR CADETS:

Cadet 9 and Cadet 12's can't gain a B Grade endorsement in these classes. B grade endorsements can be gained once they enter the Junior Classes.

Reason: A Cadet driver doesn't require a B Grade licence for any National competition (National Series/Championships requires a C Grade minimum) and currently a B grade licence allows a driver to go from a Cadet 12 into a KA3 Junior class without any prior competition in a restricted Junior kart. It is a significant progression from Cadet 12's into Juniors and most of the Cadet 12's progressing into the Junior classes can technical race an unrestricted engine in KA3 Junior which has greater horsepower and speed than even the KA4 Junior class where they've not had experience in if they're turning 13 in the year they are entering Juniors.

(c) **BUNBURY CITY KART CLUB**

JUNIOR DRIVERS:

Junior Drivers must gain 6 x B Grade endorsements (satisfying the conditions as approved in the rulebook) in a KA4 Junior class before being able to race a KA3 Junior kart, even if they currently hold a B grade licence coming from Cadet 12's.

Reason: To promote and encourage safer and competent drivers. It is a significant progression from Cadet 12's into Juniors and most of the Cadet 12's progressing into the Junior classes can technically run an unrestricted engine in KA3 Junior which has greater horsepower and speed than even the KA4 Junior class where they've not had experience in.

(d) **BUNBURY CITY KART CLUB**

ONE WAY RACE COMMUNICATORS:

One way race communicators be used by all drivers at Open race meetings. (Suggestion would be that for WA Karting WA supply these as part of the Tech equipment similar to restrictors, barcoding equipment, engine measuring equipment etc).

Reason: As proven in other motorsports, one-way race communicators make the sport safer for both the driver and officials. It saves time by allowing officials to talk to all the drivers at the same time and lets you get onto more racing, saving \$\$ on repairs. Officials can warn drivers about accidents or debris on the track, which helps to eliminate secondary accidents, saving wear and tear on karts.

(e) **MIDWEST KART CLUB**

DAY LICENCE

Change the 1 (one) day licence to a 4 (four) meeting licence for club level only with a pricing structure such as:

1st Meeting \$120 plus club membership

2nd Meeting \$50

3rd Meeting \$50

4th Meeting \$50

Reason: This would allow a driver who has club membership to have the chance to drive in 4 clubrun events in the 1 year and allow them to see if they like racing but at a club level only. This licence could also be used for people who only have the time to race limited meetings each year such as shifter workers or FIFO workers. Which may bring karters back to club level with a cheaper option licence than a full competition licence.

TIGER KART CLUB

(f) **CLASS WEIGHTS**

Increase the minimum weight of all classes by 3-5kg.

(g) **TIGER KART CLUB**

TaG 125:

Introduce a Medium Weight in TaG 125 class at the current Heavy Weight with a Heavy Weight added.

(h) **TIGER KART CLUB**

SENIOR LICENCES:

Increase the minimum age for Senior licence holders.

- (i) **TIGER KART CLUB**
TaG 125 RESTRICTED:
Remove the 5kg weight penalty from EVO engines.