

Australian Karting Association Inc

Stewards Committee

MINUTES



Venue: Novotel Brighton, Brighton Le Sands, Sydney
Date: 23/24 June 2007
Time: 9am

Steward Committee Members

Brian Sparrow	Chairman
Malcolm Saunders	Queensland
Judy Preen	New South Wales
James Hinchcliffe	Victoria
Rodney Pinner	Tasmania
Helen Beauchamp	South Australia
John Pickernell	Western Australia

Meeting commenced at 0900

Item 1 (AKANSW Item 15)

Qualifying to Determine Grid Positions

For events or specific races that require qualifying to determine grid positions, other than state and national championship meetings, the number of qualifying sessions is determined by the supplementary regulations with the minimum being one qualifying session. Carburetor and qualifying sessions may be combined if required.

Reason: So the manner in which time trials are conducted can be managed by clubs.

RECOMMENDATION: Remove the wording (minimum four minutes) from rule 19.17(c)

REASON: To allow more flexibility for running time qualifying at individual events.

Item 2 (AKANSW Item 16)

Rule 16.11(c) Race Stoppage

After a red flag incident the karts are to be impounded in “parc ferme” and no work is permitted to be carried out. ~~unless instructed by the Chief Technical Inspector.~~

Reason: It gives unfair advantage to selected competitors.

RECOMMENDATION: The wording Chief Technical Inspector must be changed to Clerk of the Course (as per AGM minutes August 2005, Stewards item 6.) Wording with strike through not to be removed, just change Chief Technical Inspector to Clerk of the Course.

Item 3 (AKANSW Item 17)

Rule 19.13(b) Advertising

No numerals allowed – What about phone numbers?

Reason: Clarification Item – A lot of advertising stickers include phone numbers, however Rule 19.13 (b) does not allow this.

RECOMMENDATION: Add to the end of rule 19.13(b) “where conflicting in size or colour”.

Item 4 (AKANSW Item 18)

Rule 20.18(d) Eligibility of Entrants/Drivers

Drivers are reminded that they must carry their licence at all times during practice and the meeting, as they will be required to produce same for checking and identification (See Rule 13.14.)

Reason: Clarification Item – Does this mean that drivers carry their licence in their race suit?

RECOMMENDATION: Remove words “carry their licence” and replace with “have their licence readily available”.

Rule 20.18(d) to be removed and re-inserted as Rule 13.17.

Rule 13.17 **Licence Readily Available.**

Drivers are reminded that they must have their licence readily available at all times during practice and a meeting, as they will be required to produce same for checking and identification. (See rule 13.14.)

Item 5 (AKANSW Item 19)

Rule 19.34(ii) Change of Tyres

Clarification required to define a wet weather tyre under rule 1.07(tt).

Reason: Rule 19.34(ii) states “according to track conditions”.

RECOMMENDATION: Refer the problem of drivers using wet weather tyres on a dry track to gain advantage to the technical committee and as an interim measure, change Rule 19.34(ii) to read as follows;

Rule 19.34(ii) Competitors must use the prescribed dry weather tyres, unless the track conditions are declared wet by the Clerk of the Course and Chief Steward of the race meeting. Only then may competitors choose to use either the prescribed dry tyres or prescribed wet weather tyres.

Clerk of the Course and Chief Steward may also declare the track dry if and when weather conditions change.

Track conditions may be declared wet from when it appears that rain is imminent.

Sub clauses (a) and (b) remain the same.

Item 6 (AKANNSW Item 20)

Rule 4.04 Nomination of Officials

The Stewards of the Meeting and the Clerk of Course will be nominated by the SKC and be responsible to the AKA.

All Officials, other than the Stewards of the Meeting and Clerk of the Course, shall be appointed by the Promoters and approved by the SKC and the AKA.

~~It is strongly recommended that State Karting Council Delegates, President, Vice President, Treasurer and Secretary do not officiate as Stewards or Clerk of Course at race meetings in their own State.~~

At any International Open Meeting held within the territory of the AKA, and at all meetings in which there is any event carrying a national title, the Stewards and Clerk of the Course shall be appointed by the SKC or AKA, and approved by the AKA.

Reason: That this practice if enforced would provide a very real shortage of officials at many clubs.

RECOMMENDATION: As this is a recommendation only, leave as is.

Item 7 (AKANSW Item 21)
Officials Proposal
(Attachment 1 Spreadsheets)

The whole system Should be brought under control of a National training Officer a NTO to oversee all training and achieve uniformity for all of Australia (he or she is not to be a policy maker)

1. A complete register will held of all Australian graded officials will be compiled by the NTO and record's kept in both national and state officers for club reference purposes.
2. Each State in turn should have a STO with Specialist Trainers under the STO control in the following area's
 - A .A trainer in both Clerk of the course And Stewarding
 - B. Trainer OLT
 - C. Technical Matters
 - D. Trainer in administration matters
3. The NTO, STO and all trainers must be Qualified as Train the Trainer's

All training to have set format with over heads etc, and publications by booklet in the various aspects officiating, technical, olt and administration so all of Australia is dancing to the same tune.

- Prospective Officials should undertake a beginner's course at a venue in close proximity to race meeting on a race weekend the school will be residential school over a weekend there attendance will be jointly funded by their Club, SKC and NKC and be called a methods Course. It will include training in a classroom application on Saturday and practical at a race meeting on race day. At the completion of this coarse the CoC, stewards, and technical officials shall be appointed as Australian grade 4 official in the case of OLT, administration Race secretary and licence official be accredited as a grade 4 official in their area of expertise.
- All Australian officials that is COC and Stewards will have to officiate at a minimum number of race meetings in a 12 month period to retain there grading or achieve up grades, up grades will be performance and competence based to be accessed by the state STO and state coordinator to be ratified by the state executive for state officials and the national NTO, national coordinator and national executive for grade 1 officials The official's license for accredited officials will granted for a period of 12 months falling due on 1st march annually. A record of meetings attended is to be recorded in their individual license.
- Once A license is granted to Australian CoC and Stewards a annual Renewal from the national office is sent out along with a open book multiple answer Questionnaire to completed and returned to the office within 30 day's (failure to do so will automatically cancel the license) along with 2 passport photograph's for renewal that be done after the methods training coarse at 1 year or the 1st march in the following year that is up to 3 years after appointment as a official the official then will attend a refresher coarse this will eliminate the necessity for annual attendance at training schools for Australian graded officials unless they have been inactive in the previous 12 months.

- OLT state officers will attend a initial school and a refresher every 3 years and be kept up to date by way of bulletin and amendments license to renewed annual as previously out lined for CoC, Stewards.
- Technical training be carried out much the same way as currently carried out by technical officers mainly at race meetings with some in school training licenses will granted and renewed annually on the first of march and a in house refresher every 2 years and up dates by way of bulletin and amendments.
- Training in administration race secretary's and licencing officer's in procedures this could be carried out by trainers in the state office or in central locations throughout regional Australia and costs to getting Club Officials to a training venue will be equally shared by the NKC, Club and SKC. Attendance is mandatory for unqualified officials. Appointment should be for minimum of 2 years therefore clubs may have to change their constitution.

To be read in conjunction with the attached spreadsheets.

REASON: To be read with the Championship Proposal and reason.

RECOMMENDATION: No action to be taken at this stage.

Item 8 (AKANSW Item 26)

Rule 20.22 (e)

Non-finishers will be grided at the rear of the field in order of laps completed, then grid positions from the Pre-final. Group Pre-final results and final grid positions must be available on the Saturday.

Reason: So competitors will know if they are to race on the Sunday.

RECOMMENDATION: Refer to Admin Committee. (Chapter 20 to be re-written. This may be too prescriptive)

Item 9 (AKANSW Item 40)

Rule 19.34(i) Change of Tyres

From qualifying / first race, 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, at any event.

Reason: To clarify the issue of new tyres for practice of race day. Often drivers are told if they want to go out for practice before qualifying they must use their new tyres. This always gets fixed by an addendum to the Supplementary Regulations or the officials turn a blind eye to it. It would be better to address the issue

This rule is already covered by addendum number 4.

Item 10 (NSW Item 41)

Rule 16.05(iii) Rejoining Circuit

Should a kart rejoin a race having gained an advantage in position, of distance or time of where they were when they left the circuit, they must regain their position within one lap (from the point where they re-joined the circuit).

Reason: It is not easy to measure distance (impossible) but with the use of transponders, time (ie lap time) is quite easily measured to see if a competitor gained an advantage.

RECOMMENDATION: Leave the existing rule 16.05(iii) as it is.

Item 11 (AKANSW Item 42)

Rule 16.08(d) Restarting of Karts

Before the start of a race, delegated persons (1 per competitor and not an official) may assist a driver to repair, alter or adjust their karts in the track or grid area.

Reason: Currently if your engine doesn't start on the out grid then the gates are closed and even if you get your engine started, you cannot get onto the track and are classed as a DNS.

Karters get around by moving the kart out onto the track area and work on it there. From this point you can attempt to start your kart until the light goes green however this is a much more dangerous place to be.

A better way would be to leave the gate open until the lights go green and the kart can be worked on in the safety of the out grid.

Recommendation: Already covered by rule 19.24(c)."System of Gridding".

Item 12 (AKANSW Item 44)

New Rule?

When the weather turns bad there is a mad scramble to make adjustments and or change to wets and no one knows if they have enough time or not.

Reason: In such cases, the grid marshal should have the power to set a time limit (IE 3 or 5 minutes) to allow people to make adjustments. After this, the grid is opened.

RECOMMENDATION: No action to be taken.

Item 13 (AKANSW Item 47)

Rule 13.18 4 (a) (I) & (III)

Change from flagging to assisting in the running of a race meeting eg. Assistant to the officials of the day or grid marshal.

Reason: To not only help clubs have bodies to help with all duties at a race meetings and to give newcomers an idea of what it takes to be an official etc.

Recommendation: No action required.

Item 14 (AKANSW Item 48)

Rule 4.12 for Clerks, Stewards?

Change the rule for officials to be school attendants each year to retain their officials licence to be schooled once every 3 years and set an activity minimum of 4 race meetings per year with activity to be recorded on a national or state data base.

Reason: To make it easier to be an official and the annual school attendance achieves little if any benefit to the participants. With the ever decreasing number of officials at a time when we are trying to grow competitors numbers, this could help to grow officials numbers as well.

RECOMMENDATION: no action required.

Item 15 (AKANSW Item 36)

Rule 48.07 - Black and White Diagonal

If this flag is displayed to the driver concerned; it indicates that the competitor is being observed for unsportsmanlike behaviour. The competitor must report to the Clerk of Course immediately after the race.

If this flag, together with the "Rear of Field" board, as directed by the Clerk of Course, is shown to a competitor, it indicates that the competitor is receiving an instant penalty for a starting or other infringement, and must immediately start/restart at the rear of the field. A Penalty Notice is not required to be issued in this instance.

Reason: Under existing rules Starting or other Infringements require a Penalty Notice to be issued. As this rule is used as an "instant penalty" without the field being withdrawn from the track, we feel that the issuing of a Penalty Notice form at the completion of the race is not necessary, as the driver has already complied with the penalty issued.

RECOMMENDATION: No action required.

Item 16 (AKASA Item 1)

Rule 19.22 TIME FOR PRACTICE

The promoters (Club) must provide time for practice for all competitors on their day of competition.

It has been noted recently at several State Championship meetings that due to time constraints and the large number of classes competing at the meeting, drivers have been offered a very brief "carby session" in each class, prior to commencement of racing for the day, in lieu of a practice session. Because drivers must now use their marked race tyres for these sessions, many are electing not to participate in them at all.

If a 2 or 3 lap "carby session" prior to racing is deemed as "practice", then rule 19.22 is being complied with.

I suggest that we add into rule 19.22 "and/or a carby session" to comply with our "Duty of Care" as promoters.

New rule to read:

Rule 19.22 TIME FOR PRACTICE AND/OR CARBY SESSION.

The promoters (Club) must provide time for practice and/or a carby session for all competitors on their day of competition.

RECOMMENDATION: Implement the change.

Item 17 (AKASA Item 7)

Rule 6.01. Types of Penalties

The penalties which may be imposed are: Time Penalty, Place / Points Penalty, Revision of Grid Position, Fine, Exclusion, Suspension.

This rule needs rejuvenating to reflect the "Suggested Penalties List" on page 361 of the manual.

Rule 6.01 should read;

The Stewards may impose a penalty consisting of one or more of the following;

1. A Fine (up to \$1,000.00)
2. Revise finishing Order
3. Revise Grid Positions
4. Place/Points Penalty/ Time Penalty/ Loss of Points for Heat/ Excluded from that Section of the Event.
5. Loss of Points for the Day
6. Exclusion from the Event.
7. Exclusion from the Meeting.
8. Suspension (up to 6 months)

RECOMMENDATION: To be implemented.

Item 18 (AKASA Item 8)

Rule 6.02. Who May Impose Penalties

Stewards.

The Stewards of the meeting may impose any penalty except:

- (a) a fine over the amount of \$1,000.00
- (b) a suspension for more than 6 months.

Delete the contents of this current rule and replace it with;

Only the Stewards of the Meeting may impose penalties for a breach of rules.

RECOMMENDATION: Delete entire rule. Already covered by rule 6.01.

Item 19 (AKASA Item 11)

Rule 19.17(d)

When a transponder system is in use at race meetings for qualifying and/or lap scoring, it is the drivers responsibility to obtain, fit correctly and use their allocated transponder. Drivers who fail to comply with this rule shall be automatically excluded from the section of the competition to which the offence relates, except when the transponder is proven to be faulty.

Action will be taken by the issue of a Penalty Notification Form which will be issued without an Officials' Hearing and signed by at least one Steward and one other Steward, Clerk of Course or Timekeeper.

A complaint / appeal cannot be lodged against this action.

Drivers who fail to return their allocated transponder where and when requested will be subject to a Stewards Hearing for penalty.

RECOMMENDATION: To be implemented.

Item 20 (AKAWA Item 3)

16.05 Rejoining Circuit

(iv) Needs clarification with regards to leaving the circuit during the last lap.

Reason: Tidy up required in the wording to ensure that it is not used to the advantage of a driver being challenged for a position.

NB: This has been passed onto the National Stewards Co-Ordinator for rewording to be presented back to the National Committees Conference in June.

RECOMMENDATION: Rule 16.05 (iv) be reworded to say;

If during the last lap of a race, any competing kart having left the course with all four wheels, arrives at the checkered flag without having redressed their advantage prior to where they were when they left the course, the competitor may be penalised. (Refer to Stewards quick reference guide (no. 21)).

Item 21 (AKAWA Item 8)

4.12 Duties of the Clerk of Course or Director

Reword to say: All Clerk of Course must attend an Officials School once a year.

Reason: To ensure Clerk of Courses and Stewards are getting the same information. Some people only ever do the Clerk of Course role but they need to be aware of the role of the Stewards as well.

RECOMMENDATION: To be implemented.

Item 22 (AKAWA Item 9)

4.12 Duties of Clerk of Course or Director

Add that the Clerk of Course must do an inspection of the track circuit to check the flag stations have the correct equipment including red and yellow lights for any meetings conducted under lights.

Reason: To ensure that Rules such as 15.19 (d) are complied with.

RECOMMENDATION: Add to rule 4.12 "Ensure that all officials are provided with the information and equipment necessary for carrying out their duties."

Item 23 (AKAWA Item 10)

4.09 Powers of the Stewards of the Meetings

Add that Stewards must attend an Officials school once a year.

Reason: It is not mentioned in the Duties of the Stewards that they are required to attend a stewards school annually.

RECOMMENDATION: To be implemented.

(OFFICIALS COMMITTEE ITEMS NOT FORMING PART OF THE ORIGINAL AGENDA.

ITEM 24.

The rulebook needs to contain a clear definition of what constitutes “outside assistance”.

Rule 16.08(e)(iv) There is no assistance given to get the kart mobile.

(eg. In an instance where the progress of any stationary kart is impeded by an obstruction which is subsequently removed other than under its own power, the stationary kart is deemed to have received assistance.)

RULE 16.08(e)(vi) Karts must resume within one lap.

Remove “and must resume racing within one lap” from the end of rule 16.08(e)(v.)

After consultation with the NKC Delegates, it was felt that this item needs to form part of the AGM agenda for more discussion and possible resolution.

ITEM 25. OFFICIALS UNIFORMS.

Unanimously agreed that we investigate the idea of officials’ uniforms, and initiate a “reward for services” scheme, supplying appointed Interstate Officials at State and National championships with appropriate clothing endorsing their involvement in the meeting.

National Officials Coordinator to pursue options through sponsorship and/or government grants.