

Australian Karting Association Inc

Stewards Committee

MINUTES



Venue: Crowne Plaza, Cnr Arden & Carr Streets, Coogee, Sydney

Date: 21/22 June 2008

Time: 9am

Conference Timetable

Saturday:

9am – Welcome address

9.15am - Conference commences

10.30am – 10.45am Morning tea

1pm – 1.40pm Lunch

3.30pm – 3.45pm Afternoon tea

5pm –5.30pm Finish (please remove any valuables from conference room)

Dinner - own arrangements

Sunday:

9am - Conference commences

10.30am – 10.45am Morning tea

1pm – 1.40pm Lunch

4.30pm Finish

ATTENDEES:

| | |
|-----------------|---------------------|
| Jude Preen | NSW (Chairpersn) |
| Jim Hinchclife | VIC |
| Rodney Pinner | TAS |
| Rod Clee | SA |
| John Pickernell | WA |
| Brenton Taylor | NT |
| Tom Kenneally | QLD |
| Maureen Capri | (Minutes Secretary) |

Item 1 (AKA Qld Item 1)

19.18 Driver's Briefing to read:-

Drivers' Briefing will be held prior to commencement of competition including all timed qualifying and racing. All drivers entered must attend.

Reason: Self explanatory.

Recommendation: **A Drivers' Briefing will be held prior to commencement of competition including all timed qualifying and racing. All drivers entered must attend.**

Item 2 (AKA Qld Item 2) (Refer to item 11 of the Admin agenda)

Rule 4.01(b)

The Clerk of Course to have an assistant/s, to be recognised as "Officials".

Reason:

If Clerk of Course is at a hearing, etc, they need an assistant/s to delegate to monitor proceedings and safety of the race meeting.

(Item 11 Admin agenda)

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

4.01 List of Officials:

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

- The Stewards of the Meeting
- The Clerk of Course (or Director) and Assistants
- The Chief Observer
- The Observers
- The Secretary of the Meeting
- The Timekeepers
- The Chief Scrutineer and Scrutineers
- The Technical Inspectors
- The Fuel Tester
- The Tyre Tester
- The Scale Marshals

- The Flag Marshals
- The Pit Marshals
- The Starter
- The Grid Marshals
- The Lap Scorers
- The Noise Control Marshal
- Officials Secretary (Steward's Secretary)

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

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

Recommendation : To be forwarded to the NKC, for an Addendum to be issued immediately, as per the above.

Item 3 (AKA Qld Item 3)

Rule 19.31

Should a Competitor decide not to compete in a section of the event for which they have entered, it is a requirement that they notify the Clerk of Course.

Reason: So that the various sections, i.e., Control Tower, Grid Marshall, Engine Measurers, will know in advance who is going to present themselves on the Outgrid.

Recommendation: Implement rule as suggested.

Reason: In the situation where clubs use a points system that allows a karter to drop their worst heat, it opens up an avenue for the karter to leave the circuit before post race technical inspection.

Item 4 (AKA Qld Item 4)

Rule 19.17 (e) (New rule)

Transponders, when issued, MUST be returned at the completion of racing. Failure to do so within 48 hours will result in a fine of \$50.00, plus the cost of the transponder. The driver will be suspended from practicing, competing in any event or acting as an Official at any AKA licenced track until the penalty has been paid in full (Rules 6.13 & 6.18).

Reason:

Many Competitors now own their own transponders, the second part brings it in line with a suspension.

Recommendation: Already covered in Rule 19.17 (d).

Item 5 (AKA NSW Item 6) (Refer to Late Agenda Items 3)

Rule 19.17(f)

This rule was introduced to allow clubs (at non National or State championships) to introduce a single timed qualifying session if it wishes. This gives the club the opportunity to offer karters an alternative to random/reverse grid draws by taking advantage of the increasing use of transponders.

The discussion between the officials revolved around the question of "What should occur if, for some reason the competitor fails to record a qualifying time?"

Clearly, as this rule is aimed squarely at club race days, it would be unthinkable that the penalty for failing to record a time in the one off session is exclusion from the event. By the same token club race days are usually on a tight timetable and extra timed qualifying is not desirable.

Because R19.17(f) does not instruct regarding penalty, an Official considering such a situation would need to refer to the preceding subsections of R19.17 for guidance.

There, two scenarios are spelled out where the penalty imposed is slowest time plus 1 second. They are for underweight and weaving.

Other possibilities are not clearly addressed, but the officials at today's discussion generally agreed that a driver who does not record a time for ANY reason really should suffer no more than be "sent to the back of the grid." Exclusion from a section of the competition with them then having no way of being permitted to start their heats seems excessive.

The following amendment wording should effectively cover these situations.

19.17

(f) (i) 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. Carburettor and qualifying sessions may be combined if required.

(ii)(a) Where a single timed qualifying session is used and a competitor fails to record a time for any reason, the driver will be penalised with a time penalty of slowest time plus one second. 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.

(b) Where more than one competitor has received a penalty of slowest time plus one second for any reason, they shall be placed on the grid at the rear of the field in an order determined by random draw.

Recommendation: To go with the amendment wording as above.

Item 6 (AKA SA Item 12)

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

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

Unless otherwise specified elsewhere in these rules.

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

Amend rule to say;

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

Recommendation: To be forwarded to the NKC, with an Addendum to be implemented immediately.

Item 7 (AKA SA Item 13)

New rule to be added as 16.11.(d).(4)

All competitors eligible for a re-start after a red flag stoppage must be allowed one spark plug change if the engine fails to fire after the first attempted re-start. Subsequent attempts will be allowed at the discretion of the Clerk of the Course.

This new rule is necessary to allow competitors who have difficulty re-starting after a red flag stoppage, to resume their rightful position in the re-start of the race.

Recommendation: To implement the above as a Rule.

Item 8 (AKA SA Item 14)

The rule book needs to contain a clear definition of what constitutes “assistance”, with reference in rule 16.08.e.(iv).

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 outside assistance.

Recommendation: Modify Rule 16.08(e) to read:

Karts fitted with clutches:

In the event of a spin or stoppage on the track – karts fitted with clutches may continue racing provided always that:

- (i) The driver does not alight from the kart. Not applicable to endurance racing.
- (ii) That the kart proceeds with its own power.
- (iii) Only karts fitted with an onboard electric starter may restart engine.
- (iv) The kart proceeds as soon as safely possible to the direction of racing and within 1 lap.
- (v) There is no outside assistance given to get the kart mobile.

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 outside assistance.

Item 9 (AKAWA Item 8)

Rule 4.06

Alter to allow competitors to officiate at Club level of race meetings when there are less than 50 karters competing.

REASON – There are many small clubs absolutely struggling for membership and even more so for volunteers to do official duties, so let the competitors do officiating when not racing.

Recommendation: In Rule 4.06(a), add after “is acting as an Official”, except as covered in Rule 4.06(c)”.

Rule 4.06(b): Add to end of line, “except as covered in Rule 4.06(c)”.

Add new Rule 4.06(c): At club level race meetings, where there are less than 50 legitimate entries, a competitor may act as any official except Chief Steward or Clerk of Course/Assistant/s, providing they possess the appropriate accreditation.

REASON – There are many small clubs absolutely struggling for membership and even more so for volunteers to do official duties, so let the competitors do officiating when not racing.



NATIONAL OFFICIALS COORDINATOR

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3rd June, 2008

Hi all State Officials Coordinators,

Our conference in Sydney is now just two weeks away. Since the closing date for agenda items was 18th April, 2008, (6 weeks ago), I have been made aware of several other items that will need to be discussed if time permits.

If possible, please discuss these items with your fellow officials prior to the conference.

1. As clutches are set to become a mandatory item on 1st January, 2009, a minimum starting method and subsequent safety issues need to be established for implementation on 1st January, 2009 as well.

Suggestions:- All karts start, Grid Marshall advised to clear grid; all pitcrew step aside, with external starters; gate opened and karts clear grid, two at a time; once grid is clear of moving karts, attempts may be made to re-start remaining karts. Two minute rule applies.

2. Due to their increasingly reduced size and remarkable performance, the use of movie cameras attached to karts or drivers helmets is on the increase. There is currently no rule to allow this to happen, unless they are attached to the kart with a minimum 8mm bolt and called a weight. We need to consider if these items should be allowed to be used, and if so, formulate a rule to cover their use.

Need more technical advice before allowing competitors to use them.

The current wording of rule 19.17(f) contradicts rule 19.17(c). These two rules need to be "melded together" into 19.17(c) to allow for the situation that 19.17(f) covers. A possible solution could read:

For events or specific races that require timed qualifying to determine grid positions (other than State or National Championship events), the organizers may program a minimum of one or maximum of two (minimum four (4) minutes) timed qualifying sessions per class. When only one timed qualifying session is programmed per class, practice / carburettor sessions and timed qualifying sessions may be run simultaneously.

Recommendation: To go with the solution as outlined above.

3. Rule 4.01(b) states that flag marshals must be > 18 years of age. Rule 4.16(e) states < 16 not being able to act as flag marshals except under supervision. We need to tidy this situation up.

Recommendation: Change Rule 4.16(e) to read "Officials under the age of 18".

4. Rule 8.20(b) reads: Any person who races whilst under appeal forfeits all rights to withdraw such appeal.

If a driver is appealing a penalty of licence suspension, then the conditions of rule 6.18 should apply. Any driver who practices, races or acts as an Official at any AKA licenced track should forfeit all their rights to be able to withdraw their appeal.

Recommendation: Amend Rule 8.20 (b) to read: Any person who races, practices, or acts as an Official at any AKA licenced track will forfeit all their rights to be able to withdraw their appeal.

5. Rule 7.14 refers to the time limits for complaints. Part (viii) refers to “any other situation” having half an hour after the alleged situation occurred. Situations (other than on the track) can occur and take some time to come to the attention of the relevant officials. Rule 7.15 is written to attempt to cover these situations.

What we need to consider here is, does rule 7.14 relate to officials as well as competitors!!!!!!!!!!!!!!!!!!!!!!

If it relates to both, we need to clarify it in the rule. If it only relates to competitors, then it needs to state that in the rule.

Recommendation: Rule 7.14(a) The time limits for complaints are as follows.

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Rule 7.14(b), Complaints laid by Officials are not subject to Rule 7.14(a), but must be lodged prior to the expiration of the relevant Meeting's Permit.

Reason: There are varying opinions (between Officials) as to whether the present Rule 7.14 applies to Officials as well as competitors. The addition of rule 7.14(b) will clarify this. As Officials may not be made aware of a situation until after the expiration of the time limits, as stated in present Rue 7.14, we feel that more time should be made available for Officials to conduct their enquiries and raise the appropriate paperwork.

Yours in Karting,

Brian Sparrow
National Officials Co-ordinator