

Australian Karting Association Inc

Administration Committee Agenda

23rd /24th June 2012



Venue: The Sebel, 28 Albion Street, Surry Hills, Sydney. NSW
Date: 23rd / 24th June 2012

Item 1- VIC

Revisit the state licence system at State level to improve and address some outstanding issues.

Item 2 - NSW

Engine and Chassis Numbers in the CMS

Incorporate the engine and chassis numbers in the CMS system.

Reason: To be able to highlight reported stolen engine and chassis.

Item 3 - NSW

Outstanding CMS Faults

Per fault list attached.

Item 4 - VIC

National office correspondence from State to other parties.

Discussion at conference

Item 5 - SA

Rule 20.02 Supplementary Regulations and Application for Permit.

Delete 'and Application for Permit'

REASON

Applications are all done online so there is no need for the permit.

Item 6 - SA

Rule 19.27 Classes for Australian Masters Games

Delete Leopard and Rotax classes

Insert Sportsman 125 Light and Sportsman 125 Heavy and Restricted 125 Light and Restricted 125 Heavy.

Reason :-

History from 2011 Australian Masters Games shows not a lot of interest in running Leopard and Rotax open classes at this event.

Item 7 - NSW

2 Tier Judicial Systems

For some time the Board have been looking at "How can we improve on what we currently do". The manner in which we conduct race meetings is obviously the main item that keeps coming up, and there appears to be a need for a two tiered judicial system instead of the current single tier system. That is to say, that we currently have one system for dealing with competitors who breach rules whether it is a club meeting or a National Championship.

One should look at other main stream motorsports of Formula One, V8 Supercars and Speedway to see how they deal with breaches of the rules and it becomes most apparent that

the vast majority of breaches are dealt with on the race track during the race or immediately after the race by either “Drive through” or “Time Penalties” or “Points Penalties”. The Stewards of the meeting only deal by way of formal hearings, for serious breaches of the Competition code.

We have a need to make our system more customer (Competitor) orientated, to take away the stress and confusion of Stewards hearings at Club level events. We need to make it easier for the competitor (Customer) and the Officials of the meeting to deal with these matters when they arise.

Club Officials that run these events are expected to know and be experienced in dealing with formal hearings and as is often the case they lack this experience no matter how much training they are given. One issue is the manner in which we carry out our judicial system with the raising of complaint forms, hearings by the Stewards and at times the inconsistency of penalties issue.

These officials are in general part of the club structure and give their time freely to administer the sport. This also makes it difficult for them, as they are part of the club and have to deal with competitors and Pit crew who are friends or family.

The Two Tiered system only uses **ONE SET OF RULES**, that being the Australian Karting Association Karting Manual. Tier One – only applies to Club meetings (not Title, Series or Championships).

Tier – One, Version 1. The competitors will be informed at the Drivers Briefing what the general penalty will be for the day’s competition (e.g. 30 Second Penalty or 5 Point Penalty).

The Clerk of the Course will upon reports or as the result of an investigation report to the Chief Steward of the meeting his findings. The Chief Steward will issue a Penalty Notification to the competitor.

The Competitor has the choice to accept the penalty or dispute the penalty. Should they choose to dispute the penalty, then a normal Stewards hearing will take place. Should the competitor be found guilty of the offence then the penalty is automatically doubled.

Tier – One, Version 2. The competitors will be informed at the Drivers Briefing what the general penalty will be for the day’s competition (e.g. 30 Second Penalty or 5 Point Penalty).

The Clerk of the Course will upon reports or as the result of an investigation report to the Chief Steward of the meeting his findings. The Chief Steward will issue a Penalty Notification to the competitor.

The Competitor has the choice to accept the penalty or dispute the penalty. Should they choose to dispute the penalty, then the Competitor will be required to lodge an appeal against the decision of the Stewards. This appeal will be held at the State Office. Should the competitor be found guilty of the offence then the penalty is automatically doubled.

Tier 2 – Remains unchanged from the judicial system in the current Karting Manual.

Item 8 – NSW - Licence Grading

The purpose of this discussion paper is to review the License Grading System that is in current use by the Australian Karting Association.

We currently use the grading system of:

A – grade	CIK (KF1, KF3 & KZ2)
B – grade	Performance (Open Tag, Rotax, Leopard)
C – grade	General (KT100J, KT100S & Restricted Tag)
D – grade	Provisional (KT100J, KT100S & Restricted Tag)
E – grade	Social/Practice license
V – grade	Vintage (Demonstration)

The progression from grades D to B is by way of endorsements from participating at either Open or Closed events. These endorsements are competency based and are demonstrated to the officials of the meeting by their respective driving standards. Once the necessary endorsements have been obtained the license holder may apply for a change of grade.

The restriction on license grade movement was introduced to limit the A or B grade driver from downgrading for single or limited events to compete in Restricted Tag and then upgrading to compete in a performance class.

In reality many competitors have opted to remain in or B grade drivers have opted to downgrade their respective licenses to compete in Restricted Tag.

With this, and proliferation of classes (Rotax, Leopard (X30), Tag 125, KT100J, KT100S) many clubs find themselves with customers (Competitors) who attend meetings in numbers too low to form a class.

Under the present structure B grade license holders are prohibited from competing in the Restricted Tag 125 class and the classes cannot be joined as the license requirement for the performance classes states that a “Non Restricted B grade license” must be held by the competitor.

To the new customer and our existing customers to our sport this is extremely confusing. An example of this confusion is:

An A or B grade license holder may race a Clubman (KT100S) with C grade license holders. Yet an A or B grade license holder may not compete against a C grade license holder in Restricted Tag, although the Restricted Tag is of the identical performance as a Clubman engine.

There is no evidence that allowing B grade competitors to compete in Restricted Tag would be to the detriment of the class.

With the introduction of the C grade license holder being able to compete 3 times in the Open Tag class and return without penalty, this has not resulted in many competitors shifting from Restricted to Open. In New South Wales no more than 10 license holders have availed themselves of this option.

It is proposed to reduce the number of license classes to 5 groups, this will allow clubs to better cater for their customers.

With this system it would be proposed that the Provisional Class would require 6 competency based endorsements that demonstrated to the officials of the meeting that their respective driving standards are to a satisfactory level. Once the necessary endorsements have been obtained the license holder may apply for a change of grade.

Proposed grading system.

Elite Class

CIK (KF1, KF3 & KZ2) **Elite Class** is an endorsement on the General Class license.

General Class

KT100J, KT100S & Restricted Tag Performance (Open Tag, Rotax, Leopard.

Provisional Class

KT100J, KT100S & Restricted Tag (6 endorsement required)

Practice Class KT100J, KT100S & Restricted Tag.

V – Class Vintage (Demonstration)

The objective of this review is to reduce the confusion and give our customers (both Clubs and Competitors) the freedom of choice as to the classes they may compete in at club level.

Item 7 - NSW

Add to Standard Supplementary Regulations for Tyre Pooling

“A full refund for the entry fee (including the cost of tyres) is available to competitors prior to the close of entries.

After entries close the entry fee is not refundable and tyres will be made available for the competitor to collect.

Item 8 - NSW

TaG "E" Practice Licences

Racing Provisional – E Grade Practice Licences class eligibility for approved single race.

Motion: Add to the end of rule 13.18 (a) “as a (AKA) D Grade Provisional Licence holder.

NSW requests that the attached Medical Clearance to Race Karts form replaces the AKA Medical Declaration form on the national website.

Reason: The form includes the reason the karters is seeking a medical clearance from the Doctor and it is almost the same as the form the karters download from the CMS. I remember years ago the insurers requesting that the medical questions be listed on the clearance but can't find a copy of the correspondence.

Item 9 - SA

Rule 25.19 Weights, part 2)

Current wording –

Maximum Kart weights at time of weighing for all Junior Heavyweight, Senior Heavyweight and Senior Super Heavyweight Classes to be 88kgs except where: a) noted in class technical detail e.g. all heavy 125 classes maximum kart weights of 100kg or b) when a lighter weight division of a class is not being run at a race meeting.

Proposed wording –

Maximum Kart weights at time of weighing for all Junior Heavyweight and Senior Heavyweight Classes to be 88kgs except where: a) noted in class technical detail e.g. all heavy 125 classes maximum kart weights of 100kg or b) when a lighter weight division of a class is not being run at a race meeting.

In conjunction with this change, Rule 34.03 Weights, part c) would also be changed.

Current wording –

(c) Clubman Super Heavy 180 kg maximum kart weight 88kg as per rule 25.19.2

Proposed wording –

(c) Clubman Super Heavy 180 kg maximum kart weight 100kg as per rule 25.19.2

Reason – This would increase the number of drivers eligible to run in the Clubman Super Heavy class. It would appear that the current weight limit has been arbitrarily set since the 125cc classes which often use the same chassis are already eligible to run with a maximum kart weight of 100kg and there is no maximum kart weight for the clubman over 40 class.

Item 10 - NSW

Rule 13.15 . 1 b.

Rule 13.15.1.b - E Grade Practice Licence holders are only allowed to practice in equipment that they, at their age, would be eligible to race.

NSW request that the wording be changed to this rule to make it clearer. i.e. Can a senior licence holder practice in a unrestricted kart. Or a cadet licence holder practice in a rookie kart because they are 10 years old.

C Grade licence holders in unrestricted 125 class prior to upgrading to a Senior unrestricted B grade Licence. They are eligible to race at three meetings, can they practice and if so how is it monitored

Item 11 – NSW

Chapter 1 Preamble – 2012 Karting Manual

Recommendation that the following be added to the 2012 Karting Manual

Chapter 1 - Preamble

Recognising the necessity for the uniform administration of the sport of karting in Australia subject to the International Sporting Code of F.I.A., respective of all competitive motor sport subject to, and by delegation from the F.I.A., to a duly constituted body representative of the participants in the sport of karting, to be known as the National Kart Council of Australia, NOW THEREFORE delegates representing all

states of Australia, such Council being the national executive committee of an association of kart clubs in Australia to be known as the Australian Karting Association Inc. (A.K.A.) and undertake for themselves and their successors to administer and control the sport of karting in accordance with the requirements of the Federation Internationale de L'Automobile; AND TO THAT END such delegates aforesaid do hereby enact, adopt and agree to abide by the following constitution and Competition Rules for Karting in Australia.

The purposes of the Association are:

- (a) To promote and protect the sport of Kart Racing;
- (b) To promote excellence and just and honourable practices in the sport and to suppress malpractices;
- (c) To promote and organise Kart meetings and other functions for members;
- (d) To do all such acts which, in the opinion of the Association are for the general benefit of members or of Karting.

Item 12 - NSW

The inclusion of School licences in the manual.

Reason: NSW issue school licences as approved by the NKC, however there isn't a rule in the manual for the licences.

Item 13 - QLD

Restrict Juniors who move to Junior Clubman / JMAX from entering National Series, National Titles and State Titles.

Reasons: They must race at Junior Clubman or JMAX at club events on at least 3 occasions before they can race at these bigger events.

Cont...

Stepping from Junior National straight into a National event in these much different machines, is causing problems. Their inexperience is causing crashes and ruining the racing for other karters at these big events.

We must protect karters from potential injury from these inexperienced drivers.

Item 14 - QLD

All rules that are removed from the manual are to be listed in back of rule book on a separate page.

This allows officials to be completely up to date with all changes in the rule book not just changes in red.

Item 15 - QLD

Motion: That "How to go Karting" DVD's to be provided from National's Promotions budget free of charge to Clubs in order to promote the sport.

Reason: Self explanatory

Item 16 - TAS

Rule 47.03 Kart Registration (Vintage)
(Tasmania specific)

- the \$25 cost to register a vintage kart with the VHKA to remain in the State.
Registration to be done in Tasmania.

Item 17 –TAS

Rules 32.01 Driver Limitations (Junior Performance) and 37.01 Driver Limitations (Restricted 125 Class)

There is an anomaly between Rules 32.01 Driver Limitations (Junior Performance) and 37.01 Driver Limitations (Restricted 125 Class)

REASON –

Junior Performance requires minimum B Grade licence whereas Restricted 125 Class requires (incl) minimum C Grade licence. So if driver is at high level Junior Performance B Grade the next step is Restricted 125 Class C Grade running in a class designed for the less experienced driver. Should be able to go to TAG 125.

Item 18 – TAS

Levels of access into the CM:S

Request another level of access only for Club Membership Officers, whereby they can only access and change/update a Karter's Club Membership details.

REASON –

In Tas all aspects of licencing are now processed solely by the State Licencing Officer or the State Secretary. Clubs no longer process licences whether new or renewals.

Club Membership Officers do not require the level of access they currently have, which is the same as Club Secretaries. Tas have examples of where this access has been abused to extend renewal periods by way of requesting a renewal (a second or third one) which has extended the period that the Karter is able to compete on a temporary licence without making payment.

Club Membership Officers are not the Club Secretaries that do need a higher level of access.

Item 19 – TAS

Rule 13.16 Single Event License

Amendment to 13.16 a) - in the third sentence where the rule refers to '13.15.3 (a) (i) and (ii)' – the reference to '(a) (i) and (ii)' does not exist at Rule 13.15.3.

Recommend removal of '(a) (i) and (ii)'.

REASON – admin tidy up

Item 20 - VIC

State and National AKA levy Costs –

Currently it is \$20.00 per entry for the State Championships and \$100.00 per entry for the Nationals we then get charged an extra \$2.00 levy when the invoice comes out for that month's AKA levy.

For discussion at conference

Item 21 - WA

Chapter 3

Insurances

Review of Benefits.

Reason: Ensure that what is currently offered is reasonable considering the current cost of living. Perhaps look at options whereby drivers can increase or decrease their coverage should they wish. Also look at higher level of cover for volunteers and officials.

Item 22 – WA

Update on CMS/Licence System Requirements by States

Reason: As we continue to use the system, we need to ensure that any problems/enhancements are forwarded through. Update of the last listing required.

Item 23 – WA

Rule 1.32.5

Change from grid to “in-grid”

Reason: Tidy up

Item 24 – WA

Rule 14.01 (a)

Delete Rule

Reason: Double up of rule with 14.01.5

Item 25 – WA

Rule 25.02 & 25.06

Change red font in drawings to black

Reason: Tidy Up – red indicates new rule.

Item 26 – WA

Rule 26.04 Step 6

Change R26.04.1 to R26.05.

Reason: Tidy up – reference to correct rule.

Item 27 – WA

Rule 25.17 (e) and (f)

Change on scrutineering form to read R25.17.5 (e) and R25.17.5 (f)

Reason: Tidy up

Item 28 - NSW

RE: CMS Licensing System

With regard to the outcomes from the Tribunals held on 14 December 2011, the tribunes recommend that in an effort to prevent the ongoing breaches arising, there must be a system in place that, at the time of race entry, any discrepancies between the driver's license details and the race division criteria "MUST NOT" allow that entry to be accepted. It is suggested that a warning flag is used.

Issues raised in respect to the system at these tribunals are:

1. It was found that anyone can enter into a class they are not allowed to race in.
2. The class field is too small and can be easily missed.
3. Previous class raced is automatically displayed so is quite easily to miss the class.

We request that these issues are looked into with a matter of urgency to alleviate these cases coming to tribunals in future.

Item 29 – NSW

Please see the below recommendations from a Tribunal held on the 30th November 2011 and are supported by the NSW Board:

- Add to the manual under the suggested penalties list for tribunals "Breach of policy, as they may change from time to time."
- That the National Disciplinary Tribunal Procedure sheet be updated to include the wording "The outcome of this tribunal will be recorded on your electronic licence page"

Item 30 - NSW

NSW requests that the attached Medical Clearance to Race Karts form replaces the AKA Medical Declaration form on the national website.

Reason: The form includes the reason the karters is seeking a medical clearance from the Doctor and it is almost the same as the form the karters download from the CMS. I remember years ago the insurers requesting that the medical questions be listed on the clearance but can't find a copy of the correspondence.

To be forwarded to the Committee's Conference

Item: 31 QLD

Motion - That the AKA National body publish a clear code of conduct and engage in a process of education for drivers.

The proposal is that the AKA publish a clear code of conduct and engage in a process of education for drivers, this is to include driving standards and standards of sportsmanship. Education is to be the priority over punishment, peer group pressure will eventually encourage conformity. The code must be clearly stated and consistently enforced. Whilst we all accept that "Motorsport is dangerous", we should as an organisation exercise a duty of care to ensure that the activity is no more dangerous than it needs to be.

This includes educating or ultimately excluding drivers who repeatedly demonstrate that they are driving outside of their envelope of capability and as a consequence are endangering other driver's safety and the well being of said driver's equipment.

If we are to engage, as an organisation, in a commercial contract with our customers to provide them with the facilities for a competitive race event then surely we have a duty to provide them with a fair and equal opportunity to compete in the event with a reasonable expectation of an outcome based on their ability and similarly to compete in such event with a "fair risk" to their equipment.

Things will inevitably go wrong to derail the latter expectation but this should be as a result of the outcome of "hard racing" and inadvertent human failings not as an outcome of the failure to adequately inform drivers and to manage the standard of racing in the first place.

The benefit of clearly stating an expectation and following through on it's enforcement has been obvious in the level of professionalism displayed at the CIK Stars of Karting Series.

Item: 32 - QLD

As per October minutes, "When renewing a licence the club membership only needs to be valid for one day". This was to sent to State Secretaries for comment, and subsequent action.

2013 AKA National Calendar – Draft

Date	Event	Club / Town	State
8/9/10 th March	Victorian Open State Championships	Host Club: Eastern Lions Venue: Puckapunyal, Seymour	VIC
28/29/30/31 March.	AKA 51ST National Sprint Kart Championships	Host Club: Go Kart Club of South Australia Venue: “ Monarto” Murray Bridge. SA	SA
	CIK Rd1	Host Club: Venue:	
	Queensland State Dirt Championships	Host Club: Venue:	
	CIK Rd2	Host Club: Venue:	
June	Northern Territory State Championships	Host Club: Darwin Venue: Berrimah	NT
	CIK Rd3	Host Club: Venue:	NSW
29/30 June	AKA COMMITTEE CONFERENCES	Location: Sydney	NSW
	Queensland State Bitumen Championships	Host Club: Venue:	QLD
	CIK Rd4	Host Club: Venue:	VIC
<u>23/24/25</u> <u>August</u>	AKA AGM/GENERAL MEETING	Location: TBA	NSW
SEPT	National Formula Rotax Championships	Host Club: Venue:	
	NSW State Non Bitumen Championships	Host Club: Venue:	NSW
4/5/6 Oct	NSW State Championships	Host Club Venue:	NSW
4/5/6 th Oct	Western Australia State Championships	Host Club: Esperance Kart Club Venue: Esperance Raceway	WA
	Tasmanian State Championships	Host Club: Venue:	TAS
4/5/6 th Oct	South Australian Open Sprint Championships	Host Club: Bolivar raceway Venue: Southern Kart Club	SA