

Australian Karting Association Inc

Officials Committee Agenda

**Saturday 13th / Sunday 14th
JULY 2013**



Venue: Rendezvous Grand Hotel, MELBOURNE VIC.
328 Flinders Street VIC 3000
Date: Saturday 13th & Sunday 14th July 2013 - 9.00AM

OFFICIALS AGENDA ITEMS

Item 1. SA-1

Re-word of rule 25.19 Weights, to clearly define the intention of the rule. Current wording is ambiguous and not simple to understand.

Current rule reads;

25.19 Weights:

1. Class Weights are as raced at the time of weight measuring, and are detailed in technical pages of the classes. Weight that is more than 5kg must be retained by a Minimum of two 8mm high tensile with lock nuts.
2. 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.
3. All weights to be securely fastened to the Kart with a minimum 8mm high tensile bolt and lock nut. Large widths may require additional high tensile bolts.
4. Weights must be attached to the frame or the seat only.
5. No ballast weight to be attached to steering components and rotating parts.
6. Lead shot, as a weight, is banned
7. Competitors must use the scales supplied by the Promoters to assess the racing weight of their equipment.

Proposed new rule to read;

25.19 Weights:

1. Class Weights are detailed in the relevant Class chapters, and are the minimum combined kart / driver weight, as raced, at the time of weight measuring.
2. Ballast weights must only be attached to either the frame of the kart or the outside of the seat.
3. Ballast weights must be securely fastened with a minimum 8mm high tensile bolt and lock nut.
4. Individual ballast weights in excess of 5kg must be retained by a minimum of two 8mm high tensile bolts with lock nuts. Large widths may require additional high tensile bolts.
4. No ballast weight is to be attached to any steering components or any rotating parts.
5. Lead shot, as a ballast weight, is banned.
6. A maximum kart weight of 88kg, at the time of weighing, applies to all 100cc Junior and Senior 'heavy' and 'super heavy' weight classes at all times, as noted in the relevant class chapters. When a lighter weight division of the class is not being run at the race meeting, the maximum kart weight does not apply.
7. A maximum kart weight of 100kg, at the time of weighing, applies to all 125cc Senior 'heavy' and 'super heavy' weight classes at all times, as noted in the relevant class chapters.
When a lighter weight division of the class is not being run at the race meeting, the maximum kart weight does not apply.
8. A maximum kart weight of 100kg, at the time of weighing, applies to 125cc Junior classes at all times, as noted in the relevant class chapters.
9. Competitors must use the scales supplied by the promoters of the race meeting to assess the weight of their kart, as raced.

Item 2. SA-2

The National Competition Rules (chapter 16) makes no mention of when and how karts / drivers need to be weighed.

Proposed new rule.

16.28. Weighing:

1. Under direction of the Scales Marshal, the weight of any kart / driver may be weighed 'to the scales of the day' at the completion of any section of any event.
2. For events where more than 1 set of scales are used for official weighing, 1 set must be nominated and clearly marked as the 'scales of the day'.
3. In the event of a competitor failing their initial test using the 'scales of the day', they may request only one (1) additional test. Any additional test must be under the direction of the Scales Marshal and a Steward of the race meeting.
4. In the event of a competitor failing any additional test, they will be deemed as non-compliant and automatically excluded from that section of the event by the issue of a Penalty Notification Form, which will be issued without an Officials hearing and signed by the Scales Marshal (Judge of Fact) and 1 Steward. A complaint / appeal cannot be lodged against this action.

Item 3. SA-3

Add the following to rule 1.14 Entries to ensure clarity and consistency across all clubs.

1.14 Entries:

1. Entry to all race meetings must be by use of the plastic AKA license swipe card in conjunction with the **AKA Competition Management System** for identification and confirmation of entry.
2. Entry details and method of payment must be clearly set out in the relevant supplementary regulations for the race meeting.
3. Pre-paid entry fees are only refundable prior to the 'close of entries' stated in the supplementary regulations for the meeting, or any related addendums or bulletins.
4. When tyre pooling is employed, rule 23.11.1 applies.

Item 4. SA-4

Proposed new rule 16.07(f) to clear up the constant conjecture about who and how many pit crew per competitor are allowed on a any grid or in any parc-ferme area..

16.07(f) Competitors are allowed a maximum of two (2) nominated pit crew to assist on the 'in and out grids' and any parc-ferme area. Pit crews must clearly display their pass / wrist band at all times whilst in these restricted areas.

Item 5. SA-5

Rule 13.15.2b)(ii) states that a Senior D grade licence holder must officiate at one race meeting as a flag marshal, under supervision, prior to obtaining an upgrade to a C grade licence. Given the number of new licence holders coming into the sport and the fact that most clubs now use flashing lights systems in lieu of flags and flag marshals, the following change is proposed to allow Senior D grade licence holders to assist a race meeting official for the duration of the race meeting.

2. (AKA) D Grade Provisional Licence

Current rule reads;

13.15.2b)

(ii) All Senior drivers (over 18 years of age) must satisfactorily compete at three race meetings as a D Grade Provisional driver and officiate at one race meeting as a flag marshal under supervision, and have their licence endorsed after each meeting.

All Midget, Rookie, Junior and Senior drivers (under 18 years of age) must satisfactorily compete at four meetings as a D Grade Provisional driver and have their licence endorsed after each meeting. Flag marshal duties are not applicable to these drivers due to age restrictions.

Proposed new rule to read;

2. (AKA) D Grade Provisional Licence

13.15.2b)

(ii) All Senior drivers (over 18 years of age) must satisfactorily compete at three (3) race meetings as a D Grade Provisional driver and assist a race meeting official for one (1) race meeting, and have their licence endorsed after each meeting.

All Midget, Rookie, Junior and Senior drivers (under 18 years of age) must satisfactorily compete at four meetings as a D Grade Provisional driver and have their licence endorsed after each meeting. The duty of assisting a race meeting official for one (1) race meeting is not applicable to these drivers due to age restrictions.

Item 6. SA-6 Discussion item

The current race formats for State and National Championships to be revised to provide better use of time and more value for money for the competitors.

Item 7. SA-7

Appeals process to be revised to include an appeal from a National disciplinary tribunal from a National Event to AKAC. See attachment 1 at the end of this document.

Item 8. SA-8 Drugs in sport policy.

In August, 2010 the NKC approved the 54 page AKA Anti-Doping Policy, to become effective from 1st January, 2011. This policy gives us as Officials the authority to apply its contents.

How do we implement it, what penalties need to be applied and how do we apply them.

This Anti-Doping Policy is available on the AKA website under the heading 'rules'.

Item 9. WA-1

Rule 15.07 Red & White Chequered Flag

Replace "pits" with "in-grid". Reason - Self explanatory. Current wording does not allow for rule 16.09.vi

Current rule reads;

15.07 Red and White Chequered:

Signifies that it has been a false start or no start, return to pits, this flag is to be used by a Steward/ Clerk of Course or Starter prior to the first lap being completed by the race leader to enable the Stewards to take immediate action for a breach of rules prior to the start.

Proposed new rule to read;

15.07 Red and White Chequered:

Signifies that it has been a false start or no start, return to **in-grid**. This flag is to be used by a Steward/ Clerk of Course or Starter prior to the first **competition** lap being completed by the race leader to enable the Stewards / **Clerk of Course address the cause of the false start / no-start**.

Item 10. WA-2

Rule 15.11. Red Flag. Insert "in" before grid.

Reason - Self explanatory

Current rule reads;

15.08 Red:

All racing shall cease. Driver will indicate by raising his/her arm and return to the grid at a greatly reduced speed and in a safe manner being prepared to stop on track if necessary. This order shall be given only through the Clerk of the Course or Steward of the meeting. Red lights may be used in addition to the red flag.

Proposed new rule to read;

15.08 Red:

All racing shall cease. **Drivers** will indicate by raising **their** arm and return to the **in-grid** at a greatly reduced speed and in a safe manner, being prepared to stop on track if necessary. This order shall be given only through the Clerk of the Course or Steward of the meeting. Red lights may be used in addition to the red flag.

Item 11. WA-3

Rule 15.09. Green Flag.

Insert after All Clear the words "may be used to signal a race start"

Reason - Self explanatory

Current rule reads;

15.06 Green:

(Optional) All Clear It can also be used if necessary to signal the start of warm up laps or practice sessions, by order of the Clerk of Course (usually only used at International meetings).

Proposed new rule to read;

15.06 Green:

(Optional) All Clear. **May be used to signal a race start**. It can also be used if necessary to signal the start of warm up laps or practice sessions, by order of the Clerk of Course (usually only used at International meetings).

Item 12. WA-4

Rule 16.07 (c). System of Gridding. Insert "out" in front of grid (6 times) Maybe 16.07 (a) needs attention too and (e)

Current rule reads;

16.07 System of Gridding:

- (a) The Grid Marshal shall call all competitors to the grid and will allow two minutes for all grid positions to be filled. In the event of a grid being left open at the end of two minutes, the vacancy shall be filled by the next qualifying competitor.
- (b) A driver who has qualified for pole position can select which side of the grid he/she wishes to start from and second pole will assume the opposite position. This does not alter any other grid positions. Pole position to wear a fluoro armband or other form of identification.
- (c) A two-minute board is to be displayed at the Grid gate the moment the first kart leaving the grid has crossed the baulk line. Karts are allowed up to two minutes to clear the grid. If the grid is cleared before two minutes the board is lowered and the drivers are then placed in the hands of the starter, the Grid gate will be closed. Once the grid gate is closed, any karts still on the grid will be deemed non-starters for that race.
- (d) At temporary circuits the supplementary regulations, the stewards of the meeting or the track inspectors can stipulate that an inline start will be used. If this is specified a single line formation in grid order must be maintained until the starting signal is given. Pole sitter will be responsible for setting a reasonable speed in the roll up laps. This rule will not alter starting procedure as Rule 16.09 or in Rule 16.11.
- (e) Clutch driven engines must not be started until directed by the grid marshall. The driver must be in the kart when starting the engine, and the drive wheels must remain stationary. When the grid gate is opened, the grid marshall will instruct the drivers to exit the grid in an orderly manner. Any kart unable to proceed when instructed to do so is to be moved aside by the pit crew, as instructed by the grid marshall, to allow karts behind it to exit the grid. Karts moved aside under this rule are allowed 2 minutes under rule 16.07(c).

Proposed new rules to read;

16.07 System of Gridding:

- (a) The Grid Marshal shall call all competitors to the **out-grid** and will allow two minutes for all grid positions to be filled. In the event of a grid being left open at the end of two minutes, the vacancy shall be filled by the next qualifying competitor.
- (b) A driver who has qualified for pole position can select which side of the grid he/she wishes to start from and second pole will assume the opposite position. This does not alter any other grid positions. Pole position to wear a fluoro armband or other form of identification.
- (c) A two-minute board is to be displayed at the **out-grid** gate the moment the first kart leaving the **out-grid** has crossed the baulk line. Karts are allowed up to two minutes to clear the **out-grid**. If the **out-grid** is cleared before two minutes the board is lowered and the drivers are then placed in the hands of the starter, the **out-grid** gate will be closed. Once the **out-grid** gate is closed, any karts still on the **out-grid** will be deemed non-starters for that race.
- (d) At temporary circuits the supplementary regulations, the stewards of the meeting or the track inspectors can stipulate that an inline start will be used. If this is specified, a single line formation in grid order must be maintained until the starting signal is given. Pole sitter will be responsible for setting a reasonable speed in the roll up laps. This rule will not alter starting procedure as Rule 16.09 or in Rule 16.11.

- (e) Clutch driven engines must not be started until directed by the grid marshall. The driver must be in the kart when starting the engine, and the drive wheels must remain stationary. When the **out-grid** gate is opened, the grid marshall will instruct the drivers to exit the **out-grid** in an orderly manner. Any kart unable to proceed when instructed to do so is to be moved aside by the pit crew, as instructed by the grid marshall, to allow karts behind it to exit the **out-grid**. Karts moved aside under this rule are allowed 2 minutes under rule 16.07(c).

Item 13. WA-5

Rule 16.10 (c) (ii). Restarting of Karts

Add that a senior who has a kart fitted with a clutch can also have outside assistance with an external starter (if available) to restart the kart.

Reason - Consistency in rules.

Current rule reads;

16.10 Restarting of Karts:

The following requirements apply to all karts and competitors:

- (a) The restarting of a kart engine during racing is not permissible except from the mechanical breakdown lane or as references in 16.10(e) (refer breakdown lane rule 17.10)
- (b) The restarting of a kart by a Cadet, Rookie or Junior during practice is not permissible
- (c) In the event of a spin or collision during the rolling laps prior to the start:-
 - (i) Cadets, Rookies and Juniors are permitted to be restarted with the assistance of delegated persons at the discretion of the Grid Marshall, Clerk of Course or Steward.
 - (ii) Seniors may restart themselves however outside assistance to push karts by delegated persons (maximum 2) may be permitted at the discretion of the Grid Marshall, Clerk of Course or Steward.

Proposed new rule to read;

16.10 Restarting of Karts:

The following requirements apply to all karts and competitors:

- (a) The restarting of a kart engine during racing is not permissible except from the mechanical breakdown lane or as references in 16.10(e) (refer breakdown lane rule 17.10)
- (b) The restarting of a kart by a Cadet, Rookie or Junior **during practice** is not permissible.
- (c) In the event of a spin or collision during the rolling laps prior to the start:-
 - (i) Cadets, Rookies and Juniors are permitted to be restarted with the assistance of delegated persons (**maximum 2**) at the discretion of the Grid Marshall, Clerk of Course or Steward.
 - (ii) Seniors may restart themselves however outside assistance to push karts by delegated persons (maximum 2) **or re-start karts fitted with a clutch** may be permitted at the discretion of the Grid Marshall, Clerk of Course or Steward.

Item 14. WA-6

Rule 16.27 During a race
Replace the word "importance" with "danger".
Reason - self explanatory

Current rule reads;

16.27 During a race:

- 3) Manoeuvres liable to hinder other drivers, such as premature direction changes, deliberate crowding of karts towards the inside or outside of the curve or any other abnormal braking or changes of direction, are strictly prohibited and shall be penalised according to the importance and repetition of the offence.

Proposed new rule to read;

16.27 During a race:

- 3) Manoeuvres liable to hinder other drivers, such as premature direction changes, deliberate crowding of karts towards the inside or outside of the curve or any other abnormal braking or changes of direction, are strictly prohibited and shall be penalised according to the **danger** and repetition of the offence.

Item 15. WA-7

Rule 12.02(b) Inspection.
Add 'Scrutineer' after Clerk of Course.

Current rule reads;

12.02 Inspection:

- (a) A kart or a driver may be inspected at any time before, during or after competition.
(b) If a kart or apparel is not submitted for inspection when requested at any time by the Clerk of the Course, Technical Inspector, fuel examiner, tyre examiner or noise examiner, the kart and the driver are automatically excluded from the meeting and forfeit all placings or points already gained at that meeting.

Proposed new rule to read;

12.02 Inspection:

- (a) A kart or a driver may be inspected at any time before, during or after competition.
(b) If a kart or apparel is not submitted for inspection when requested at any time by the Clerk of Course, **Scrutineer**, Technical Inspector, **Fuel Examiner**, **Tyre Examiner** or **Noise Examiner**, the kart and the driver are automatically excluded from the meeting and forfeit all placings or points already gained at that meeting.
(Barcode Operator)!!!!!!

Item 16. WA-8

Rule 25.02 Side Pods and 25.06 Front Fairing. - Change red font in diagrams as this indicates a change that has previously been made.

Item 17. WA-9

Rule 16.07(a). - Suggest this rule be removed/reworded. Even if there was a gap in the out grid because a kart was late, this gap would be filled up on the roll up laps. Seems a bit rough for someone to be penalized for being late when they might have to sit there for 10 – 15 minutes for the

duration of the previous race.

Current rule reads;

16.07 System of Gridding:

- (a) The Grid Marshal shall call all competitors to the grid and will allow two minutes for all grid positions to be filled. In the event of a grid being left open at the end of two minutes the vacancy shall be filled by the next qualifying competitor.

Item 18. WA-10

Clarification on the rules relating to Officials speaking to drivers under 18. Rulebook now only states that it is during a hearing it is not allowed.

Current rules read;

6.04 WARNING (NOT A PENALTY)

1. Any competitors under the age of 18 years who are called before a Clerk of the Course or Steward for a verbal or written warning must be accompanied by a parent or adult guardian before being addressed by an AKA Official.

7.15 Attendance under 18 years of age.

- 1) Any person under the age of 18 years who attend the hearing of a Complaint as either, the Complainant, the Defendant or a Witness, must be accompanied by a parent or adult guardian before being addressed by an AKA Official.
- 2) The young person may consult the adult, but the adult must not speak to the Stewards unless, in the opinion of the Stewards, the young person will suffer serious prejudice unless the adult is permitted to speak.

Item 19. WA-11

Are we still looking at moving to Online Stewards Schools?

Item 20. WA-12

Discussion Item – Why do Grade 1's and 2's need to complete schools every year? Drivers can be out of the sport for up to 3 years without losing their Grading and they don't need to sit any testing each year.

Item 21. WA-13

When will we be getting updated Handbooks?

Item 22. WA-14

What is the update on the clothing?
And why weren't they made as hi-viz shirts.

Item 23. WA-15

Discussion Item – It has been raised the issue of Addendum's 13 and 14 and that it seems to be open ended particularly if there is a Judge of Fact that may be over zealous.

Item 24. QLD-1

Rule 13.11. Responsibilities Insert "/herself " after "himself".

Reason - Gender inclusions

Current rule reads;

13.11 Responsibility of Entrant, Driver or Other:

The entrant shall be responsible for all acts or omissions on the part of the driver, mechanic, pit crew, service crew or any third party to whom his/her entry may be attributed, but each of these shall also himself be responsible for any infraction for the code, these rules, any supplementary regulations or instruction to drivers. Refer also to R 1.05.

Proposed new rule to read;

13.11 Responsibility of Competitor or Other:

The competitor shall be responsible for all acts or omissions on the part of themselves, their pit crews or any third party to whom their entry may be attributed, but each of these shall also themselves be responsible for any infraction for the code, these rules, any supplementary regulations or instruction to drivers. Refer also to R 1.05.

Item 25. QLD-2

Officials accreditation period - Rule 4.01(c)

Change from annual to 2 years

Reason - In cycling the requirement is a workshop/school every 2 years and officiating 4 times a year. One Australian standard.

In dressage the requirement is a workshop every 2 years and officiating 5 times a year. One Australian standard.

Those are both National Officials Accreditation Schemes supported by the Australian Sports Commission and the Australian Government. Funnily enough, that is one of the ways you attract funding. It doesn't make a lot of sense that karting can't get on board.

Current rule reads;

(c) All States shall be responsible to conduct training schools for Clerk of Course / Steward's and Scrutineers / Technical Inspectors. All AKA Licenced Officials must satisfactorily complete an Officials Training School annually, either "on line" or in person, in order to retain their AKA Official's accreditation. Officials residing close to State borders may attend a training school in either state.

Proposed new rule to read;

(c) All States shall be responsible to conduct training schools for Clerk of Course / Steward's and Scrutineers / Technical Inspectors. All AKA Licenced Officials must satisfactorily complete an Officials Training School bi-annually, either "on line" or in person, in order to retain their AKA Official's accreditation. Officials residing close to State borders may attend a training school in either state.

Item 26. VIC -1 Change to rule 9.05 Location and arrangement.

Delete the following sentence;

Rule 9.05 Location and arrangements:

A suitable room, with adequate space and seating for the tribunals, the parties and witnesses, and preferably in a neutral venue should be selected. ~~The bench should be at one end, flanked at right angles by tables for each party with a chair at least for witnesses in front of the bench.~~

Reason: Most tribunal/s are held in a board room and not able to achieve the above seating arrangements.

Item 27. VIC -2 Tribunal penalties.

Discussion in regards to when they start etc.

Item 28. VIC -3 2014 AKA Nationals:

Add to classes: Tag 125 Light and Tag 125 Heavy into the class list.

Item 29. VIC -4 Grade 3 & 4 stewards.

An appropriate Official Polo shirt that they should be able to wear at meetings so there is no them and us image??? Maybe the states could get together and get a polo shirt produced (not as fancy as the current AKA shirts) and get them made cheaply for distribution and paid by the state or AKA.

Item 30. NSW -1 Duties of the Grid Marshal

Two versions of the Grid Marshal Position for comments. The control of starters should also be added to this role.

Duties of the Grid Marshal (Rule 4.20)

The Grid Marshall shall be responsible for the marshalling of the karts in their correct grid positions, controlling karts until such time as they are placed in the hands of the Starter and at all times to cooperate with the Pit/Paddock Marshal.

Bob Blackman Recommended Procedures

1. Before start of the meeting, sign on the "Officials Sign On Sheet" and obtain radio.
2. After close of entries, obtain a copy of the race order from the race secretary. (Print out from CMS).
3. Liaise with Clerk of Course to run carby session.
4. If at any stage the race order changes or a hold is put on a class advise the competitors on the PA system.
5. (Rule 16.07): The Grid Marshal shall call the first class onto the Grid and the next class to the rear of the Grid with computer drawn grids, the pole (P1) sitter can select either side of the front row only in the pre final and final. In time qualifying race meetings, the pole (P1) sitter can select either side of the front row in heats, Prefinal and final.(Rule 16.07(b)). When leaving the outgrid, allow two minutes from when the first kart crosses the baulk line to closing the gates.(Rule 16.07(c)). If a kart has not started by the baulk line, the kart is brought back to the outgrid. Only one more attempt to start is allowed (Rule 17.05).

6. Race stoppage (Red Flag), if a race is stopped (Red Flagged) the Grid Marshal obtains a list of eligible competitors and their grid positions and forms them into grid order ready for a restart. (Rule 16.11(d)).
7. Starting Procedure for Classes;
Cadets: (Comer SW80) Instruct pit crew to start engines. When engine is started the pit crew is to step to the edge of the outgrid. Do not hold the class longer than 10–15 seconds.
125cc TAG: Instruct drivers/pit crew to start engine. All pit crew to be clear of outgrid. Do not hold longer than 10-15 seconds.
Classes with Yamaha engines fitted with clutches: Instruct pit crew to start engine with outboard starter and step clear of the outgrid. Do not hold longer than 10-15 seconds.
Grid Marshal to take care when releasing a class with a mix of non-clutch and clutch engines.

Officials Handbook Version

Grid Marshal

Grid Marshals shall be responsible for the marshalling of the karts in their correct grid positions, controlling karts until such time as they are placed in the hands of the Starter.

A driver who has qualified for pole position can select which side of the grid he/she wishes to start from and second pole will assume the opposite position. This does not alter any other grid positions. Ole position to wear a fluoro armband or other form of identification.

The Grid Marshal shall call all competitors to the grid and will allow two minutes for all grid positions to be filled. In the event of a grid position being left open at the end of two minutes, the vacancy shall be filled by the next qualifying competitor.

Push start karts that fail to start or need to be restarted before reaching the baulk line must be immediately removed from the track or returned to the grid apron to try again. Before trying again the competitor must get permission from the Grid Marshal or Clerk of Course. Only ONE additional attempt to restart will be permitted as per Rule 17.05.

A two minute board is to be displayed at the Grid gate the moment the first kart leaving the Grid has crossed the baulk line. Karts are allowed up to two minutes to clear the grid. If the grid is cleared before two minutes the board is lowered and the drivers are then placed in the hands of the Starter, the Grid gates will be closed. Once the Grid gate is closed, any karts still on the Grid will be deemed non-starters for that race.

Clutch driven engines must not be started until directed by the Grid Marshal. The driver must be in the kart when starting the engine, and the drive wheels remain stationary. When the Grid gate is opened, the Grid Marshal will instruct the drivers to exit the grid in an orderly manner. Any kart unable to proceed when instructed to do so is to be moved aside by the pit crew, as instructed by the Grid Marshal, to allow karts behind it to exit the Grid. Karts moved aside under this rule are allowed two minutes under Rule 16.07(c) to exit the Grid.

The following are duties of the Grid Marshal:

- Be present at the circuit to coincide with the appropriate timetable of practice for that day. (see newsletter or Supplementary Regulations for the meeting)
- Report to the Clerk of Course and “swipe-on” as an official of the meeting.
- Attend Drivers and Officials briefings.
- Confirm grid microphone (if available) is in appropriate position, collect the black and white chequered flag (used to terminate a practice session), a yellow flag to signal more drivers joining the session or an accident at the end of the straight and the 2 minute board.
- Control the practise session. Do not mix Seniors and Juniors, or Juniors with Rookies and Cadets.
- Check the practice numbers do not exceed the track limit.
- Collect the grid sheets from the Timing Operator and use the PA to keep grids organised. The starter will signal to release the class and the Grid Marshal must display the 2 minute board if the grid is not clear.
- Review Rule 4.20 and 16.07 in the current Manual.
- Inform the tower if any competitors retire from the meeting or any mistakes are found.
- If abused by a competitor or pit crew advise the Clerk of Course and lay a complaint.
- If a competitor has a problem with their grid, let the Clerk of Course or Steward deal with it. Prepare another class to race, just in case it is required.
- DRIVERS ARE NOT TO BE SENT TO THE CONTROL TOWER.

Item 31. NSW -2 Pit Crew Parents/Guardian Licences

Consideration into the needs for AKA to bring in a form of licencing for pit crew parents/guardians to be licences. So we can take action against the offenders.

Item 32. NSW -3 – Critical Incident/Support Guide

Recommend that this document be adopted Nationally (Karting NSW Polices attached).

Item 33. NSW -4 - Major Events Guide

Recommend that this document be adopted Nationally (Karting NSW Policy and appendix 1 – 11 attached).

Item 34. NSW -5 – Race Video Surveillance

Rules to be drafted for adoption.

Item 35. NSW – 6 – National Demerit Points System

Demerit Points System for implementation Nationally.

Objective:

To establish a National Standard Demerit Point Penalty System for use by Stewards to deal with minor matters without the need to have hearings.

Further, to standardise penalties from State to State for the same offences, thus giving a consistency that is currently lacking and leading to confusion by competitors.

Overview:

Steward of race meetings have to continually deal with minor infringements of the rules by way of a formal hearings. The Demerit Point System would allow the clerk of the course and the Stewards with the agreement of the competitor to deal with minor matters by way of Penalty Notification Form.

Each driver is allocated 20 points to their respective license. A driver who breaches a rule can be dealt with by way of a Demerit point penalty. This point penalty is deducted from their points. When a driver losses all of the points within a twelve month period they are automatically suspended for a period of 3 months.

The points lost from an infringement are returned to the driver's license after a period of 12 months from the date of the infringement.

The driver would be spoken to by the Clerk of the Course and have a choice of accepting a Demerit point penalty or attending a Stewards hearing.

If the driver accepts the demerit point penalty then a Penalty Notice is issued (Currently used AKA form).

If the driver wishes to contest the infringement then a stewards hearing is held. If found guilty, a standard penalty applies. The original demerit points plus a fine of \$50.00 per demerit point (i.e. 3 demerit points & \$150.00 fine). The driver still has the provisions of Chapter 8 (Appeals) for the hearing.

The Demerit points for each offence are listed in a Penalty List and cannot be varied by the Stewards of the meeting. This will give consistency throughout the our National organisation.

Item 36. NSW – 7 – Officials Training
Officials Training – Update on online training.

Item 37. NSW – 8 – Rule13.21 for CIK classes Only
An amendment is needed to Rule 13.21 of the AKA Manual - CIK classes Only:
Provisional Upgrade – Upgrade B to A Licences

The amendment is to Paragraph 3, Part B. The change in Red:

(b) National Championship and State Championship in Formula 100 (Seniors) and Junior **Open Classes (Juniors)**.

Item 38. NSW – 9 – Karting Expo : Discussion Paper
The following paper is prepared for the discussion, contribution, addition or deletion of the following ideas in the interest of promotion and enhancement to SHOWCASE the sport in a major EVENT by every sector involved in Karting .

Title : Karting Expo or Australian Karting Show or Motorsport Careers Day
or similar

Venue : Suitable Kart Tracks eg . Eastern Creek Complex using all Facilities including Public Hire Karts During the EXPO

Frequency : Rotational . Depending on success of the first event. Perhaps only once every 2 to 3 years per state ?

Invitees : National Office
State Office/s
All Clubs and Venue Club
Host Club of the next Australian Title
All Karting Media and Marketing
ARDC / Cams / FIA rep / CIK rep
Police Media and road safety committees
Speedway Australia / ANDRA / Motorcycling
V8 Supercar / Formula Ford / Formula Vee and similar
All Local High Schools / Vocational Guidance
Local Primary Schools
TAFE Motorsport and allied courses
University Engineering Depts.
Local Radio and Television eg. Sunrise Program 7
Local and Metro Newspapers
Local Minister / Mayor / Councilors
All Karting Industry : Manufacturers / Importers / Retailers
All Karting Ancilliary Suppliers and Services

Displays and Demonstrations by :

CIK Competitors in all classes Static and on Track
Pro Tour Competitors in all classes
KIDS Karts
Cadets Rookies and Juniors in all Classes
Senior Karters in ALL Classes
TEKA and Endurance Karters
Speedway Karters in all Classes
Vintage Karters (Old Farts Only)
Industry Displays : Explained Further
Local SWAP MEET for all types of Karting equipment
Cams Superkart clubs

CONCEPT :

Using a planned date that coincides with say the last day of school prior to school holidays AND THAT WEEKEND all Karting Industry Participants have ready on show all their goods and services for demonstration to the general public with a target audience of new and potential Karters . Local High schools be invited to attend.

THEMES : A focus on driver education and safety.
 A focus on motorsport career opportunities.
 A focus on family sport.
 A focus on engineering and trade skills.

Trade exhibits and bookings taken for test drives of Karts (fees and track hire ?)
Displays of new kart models by manufacturers / importers
Trade sales of demonstration and show equipment
Sample bags and product information to be given to the public
Clubs , State and National office to display and sell product eg tools , restrictors ,
 manuals , club memberships , licences , old rule books free etc.
Displays of say Fuel & Tyre testing , Engine dismantling , Kart maintenance , Junior
development camps , Driver training camps , Ladies Day and special Events .
Tyre fitting competitions involving the public and competitors sponsored by tyre
contractors . Celebrity Karters vs Public for charity ??
Helmet painting displays and prizes.
HUGE SWAP MEET on the weekend supporting the host club say \$10 per vehicle
Coffee Vans and Kids amusements
Kart Trailer Manufacturers Displays and sales
Invitations and FREE passes to the next Australian Title by the host club
Magazine , Photographers , Publishers displays and sales
Hire karts running all day for the general public.
Displays of the latest technology and gadgets used in Karting and sales
Displays of the latest suits , helmets , safety gear etc and trade show specials !
Meet and photos with celebrity Karters eg Winterbottom , Whincup , etc .
Full working Karters Clinic
Displays by Trophy shops (more to target clubs)
Police Radar Gun of Track Speed and Highway Patrol Car display
Speedway Australia Scholarship and awards for Karters
Speedway opportunities for Karters eg Legend cars / Sprintcars / Sedans etc
Karting Officials Training to prospective Flaggies / C of C / Stewards / Starters etc
Sponsorship Training by recognised experts .
Obviously there is lots more to add but you get the idea ??

It is envisaged that all participants be granted FREE access to the event in RETURN
for MASSIVE MARKETING EFFORT promoting the event , FREE giveaways and
prizes , coordinating test drives and displays of the team drivers , promotion of the
tracks hire facilities for the duration of the event and supporting the AKA . The AKA
would own the EXPO and generally give all of KARTING a boost!

ATTACHMENT 1
CHAPTER 8, RULES 8.01 to 8.04
AS PER 2013 MANUAL

8.01 There are six kinds of appeals:

- (1) an appeal from a decision of the Stewards from a Steward's Hearing conducted as part of any race meeting other than a National Event (State Open Championship, National Championship or CIK event), to an Appeal Tribunal.
- (2) an appeal from a decision of a Disciplinary Tribunal to a relevant State Karting Council Appeal Tribunal.
- (3) an appeal from a decision of the Stewards from a Steward's Hearing conducted as part of a National Event (State Open Championship, National Championship or CIK event) to the Australian Karting Appeal Court (AKAC).
- (4) an appeal from a decision of an Appeal Tribunal to the Australian Karting Appeal Court (AKAC).
- (5) an appeal from a decision of the Australian Karting Appeal Court (AKAC) to the Australian Motor Sport Appeal Court (AMSAC). All appeals to the AMSAC are subject to leave being granted by the AMSAC.
- (6) an appeal to the AMSAC on the grounds that a decision of the NKC or the Secretariat was not within the power of that body or was otherwise unconstitutional.

8.02 Eligibility to Appeal:

"A party to proceedings conducted as a Steward's Hearing, a Disciplinary Tribunal or an Appeal Tribunal may appeal the decision of that Steward's Hearing, that Disciplinary Tribunal or that Appeal Tribunal on the grounds of severity of penalty, error of law, error of fact. For the avoidance of doubt, a party is a person or entity who has appeared in the proceeding as a Defendant, a Complainant, a Prosecutor, or a person or entity otherwise joined in the proceeding or a competitor directly involved in the incident leading to the hearing"

There can be no appeal against a 'not guilty' verdict from a Stewards Hearing, Disciplinary Tribunal or Appeals Tribunal.

8.03

A State Karting Council or the AKA Secretariat or the National Karting Council may appeal to an Appeal Tribunal, the AKAC or the AMSAC if it is satisfied that an appeal should be brought in the best interests of karting. These bodies shall not be subject to the time limits set out in rule 8.04 and shall not be required to pay an appeal fee.

8.04 Procedures, Time Limits and Fees for Lodgement of an Appeal:

- (a) To lodge an appeal against a "Steward's Finding" from a Steward's Hearing conducted as part of any race meeting other than a National Event (State Open Championship, National Championship or CIK event), to an Appeal Tribunal, the Appellant must complete an AKA "Intention to Appeal" form and hand it to a Steward of the meeting, with the appropriate fee of \$550.00, within one (1) hour of the handing down of the Steward's Finding being appealed. The Appellant must then complete an AKA "Notice of Appeal" form, setting out the details of the appeal, and either hand deliver it to the Steward's at the meeting, or post it (by Registered Mail) to the State Tribunal Registrar before 12 midnight on the third (3rd) day after the day of decision.
- (b) To lodge an appeal against a "Steward's Finding" from a Steward's Hearing conducted as part of a National Event (State Open Championship, National Championship or CIK event), the first avenue of appeal is to the Australian Karting Appeal Court (AKAC). The Appellant must complete an AKA "Intention to Appeal" form and hand it to a Steward of the meeting, with the appropriate fee, (\$3,000.00), within one (1) hour of the handing down of the Steward's Finding being appealed. The Appellant must then complete an AKA "Notice of Appeal" form, setting out the details of the appeal, and either hand deliver it to the Steward's at the meeting, or post it (by Registered Mail) before 12 midnight on the third (3rd) day after the day of decision to the ;

AKA National Tribunal Registrar
P.O. Box 4222, Penrith Westfields
Penrith, N.S.W. 2751
Email: court@austkarting.com.au

- (c) To lodge an appeal against a decision from a “Disciplinary Tribunal” to a relevant State Karting Council Appeal Tribunal, the appellant must complete an AKA “Notice of Appeal” form setting out the details of the appeal, and post it (by Registered Mail) to the relevant State Tribunal Registrar before 12 midnight on the seventh (7th) day after the handing down of the decision of the Disciplinary Tribunal, with the appropriate fee of \$550.00, made payable to the relevant State Karting Council.
- (d) To lodge an appeal against a decision from an “Appeal Tribunal” to the Australian Karting Appeal Court (AKAC), the appellant must complete an AKA “Notice of Appeal” form setting out the details of the appeal, and post it (by Registered Mail) to the National Tribunal Registrar before 12 midnight on the seventh (7th) day after the handing down of the decision of the appeal, with the appropriate fee (\$3,000.00).
- (e) To lodge an appeal against a decision from the Australian Karting Appeal Court (AKAC), to the Australian Motor Sport Appeal Court (AMSAC) the appellant must complete an AKA “Notice of Appeal” form setting out the details of the appeal, and post it (by Registered Mail) to the National Tribunal Registrar before 12 midnight on the seventh (7th) day after the handing down of the decision of the appeal, with the appropriate fee (\$6,600.00). All appeals to the AMSAC are subject to leave being granted by the AMSAC.

CHAPTER 8, RULES 8.01 to 8.04
PROPOSED CHANGES

8.01 There are seven kinds of appeals:

- (1) An appeal from a decision of the Stewards from a Steward’s Hearing conducted as part of any race meeting other than a National Event (State Open Championship, National Championship or CIK event), to an Appeal Tribunal. Refer to 8.04(a).
- (2) An appeal from a decision of a Disciplinary Tribunal formed as a result of a complaint from any race meeting other than a National Event (State Open Championship, National Championship or CIK event), to a relevant State Karting Council Appeal Tribunal. Refer to 8.04(b)
- (3) An appeal from a decision of the Stewards from a Steward’s Hearing conducted as part of a National Event (State Open Championship, National Championship or CIK event) to the Australian Karting Appeal Court (AKAC). Refer to 8.04(c).
- (4) An appeal from a decision of a Disciplinary Tribunal formed as a result of a complaint from a National Event (State Open Championship, National Championship or CIK event), to the Australian Karting Appeal Court (AKAC). Refer to 8.04(d).
- (5) An appeal from a decision of an Appeal Tribunal to the Australian Karting Appeal Court (AKAC). Refer to 8.04(e)
- (6) An appeal from a decision of the Australian Karting Appeal Court (AKAC) to the Australian Motor Sport Appeal Court (AMSAC). All appeals to the AMSAC are subject to leave being granted by the AMSAC. Refer to 8.04(f).
- (7) An appeal to the AMSAC on the grounds that a decision of the NKC or the Secretariat was not within the power of that body or was otherwise unconstitutional. Refer to 8.04(g).

8.02 Eligibility to Appeal:

“A party to proceedings conducted as a Steward’s Hearing, a Disciplinary Tribunal or an Appeal Tribunal may appeal the decision of that Steward’s Hearing, that Disciplinary Tribunal or that Appeal Tribunal on the grounds of severity of penalty, error of law, error of fact. For the avoidance of doubt, a party is a person or entity who has appeared in the proceeding as a Defendant, a Complainant, a Prosecutor, or a person or entity otherwise joined in the proceeding or a competitor directly involved in the incident leading to the hearing”

There can be no appeal against a ‘not guilty’ verdict from a Stewards Hearing, Disciplinary Tribunal or Appeals Tribunal.

8.03

A State Karting Council or the AKA Secretariat or the National Karting Council may appeal to an Appeal Tribunal, the AKAC or the AMSAC if it is satisfied that an appeal should be brought in the best interests of karting. These bodies shall not be subject to the time limits set out in rule 8.04 and shall not be required to pay an appeal fee.

8.04 Procedures, Time Limits and Fees for Lodgement of an Appeal:

- (a) To lodge an appeal against a “Steward’s Finding” from a Steward’s Hearing conducted as part of any race meeting other than a National Event (State Open Championship, National Championship or CIK event), to an Appeal Tribunal, the Appellant must complete an AKA “Intention to Appeal” form and hand it to a Steward of the meeting, with the appropriate fee of \$550.00, within one (1) hour of the handing down of the Steward’s Finding being appealed. The Appellant must then complete an AKA “Notice of Appeal” form, setting out the details of the appeal, and either hand deliver it to the Steward’s at the meeting, or post it (by Registered Mail) to the State Tribunal Registrar before 12 midnight on the third (3rd) day after the day of decision.
- (b) To lodge an appeal against a decision from a “Disciplinary Tribunal” to a relevant State Karting Council Appeal Tribunal, the appellant must complete an AKA “Notice of Appeal” form setting out the details of the appeal, and post it (by Registered Mail) to the relevant State Tribunal Registrar before 12 midnight on the seventh (7th) day after the handing down of the decision of the Disciplinary Tribunal, with the appropriate fee of \$550.00, made payable to the relevant State Karting Council.
- (c) To lodge an appeal against a “Steward’s Finding” from a Steward’s Hearing conducted as part of a National Event (State Open Championship, National Championship or CIK event), the first avenue of appeal is to the Australian Karting Appeal Court (AKAC). The Appellant must complete an AKA “Intention to Appeal” form and hand it to a Steward of the meeting, with the appropriate fee, (\$3,000.00), within one (1) hour of the handing down of the Steward’s Finding being appealed. The Appellant must then complete an AKA “Notice of Appeal” form, setting out the details of the appeal, and either hand deliver it to the Steward’s at the meeting, or post it (by Registered Mail) before 12 midnight on the third (3rd) day after the day of decision to the AKA National Tribunal Registrar **at the address below.**
- (d) To lodge an appeal against a decision from a “Disciplinary Tribunal” formed as a result of a complaint from a National Event (State Open Championship, National Championship or CIK event), the first avenue of appeal is to the Australian Karting Appeal Court (AKAC). The appellant must complete an AKA “Notice of Appeal” form setting out the details of the appeal, and post it, (by Registered Mail), together with the appropriate fee of \$3,000.00 to the National Tribunal Registrar (at the address below) before 12 midnight on the seventh (7th) day after the handing down of the decision from the Disciplinary Tribunal,

- (e) To lodge an appeal against a decision from an “Appeal Tribunal” to the Australian Karting Appeal Court (AKAC), the appellant must complete an AKA “Notice of Appeal” form setting out the details of the appeal, and post it (by Registered Mail) to the National Tribunal Registrar (at the address below) before 12 midnight on the seventh (7th) day after the handing down of the decision of the appeal, with the appropriate fee (\$3,000.00).
- (f) To lodge an appeal against a decision from the Australian Karting Appeal Court (AKAC), to the Australian Motor Sport Appeal Court (AMSAC) the appellant must complete an AKA “Notice of Appeal” form setting out the details of the appeal, and post it (by Registered Mail) to the National Tribunal Registrar (at the address below) before 12 midnight on the seventh (7th) day after the handing down of the decision of the appeal, with the appropriate fee (\$6,600.00). All appeals to the AMSAC are subject to leave being granted by the AMSAC.
- (g) To lodge an appeal against a decision of the NKC or the Secretariat, to the Australian Motor Sport Appeal Court (AMSAC), the appellant must complete an AKA “Notice of Appeal” form setting out the details of the appeal, and post it (by Registered Mail) to the National Tribunal Registrar (at the address below) before 12 midnight on the seventh (7th) day after the official publication of the decision being appealed, with the appropriate fee (\$6,600.00). All appeals to the AMSAC are subject to leave being granted by the AMSAC.
- (h) All appeals to either the Australian Karting Appeals Court (AKAC) or Australian Motor Sport Appeals Court (AMSAC) must be addressed to; AKA National Tribunal Registrar
P.O. Box 4222, Penrith Westfields
Penrith, N.S.W. 2751