

Australian Karting Association Inc

Officials Committee Agenda

23rd /24th June 2012



Revised Agenda 25th May 2012

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

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Item 2 - NSW

Karting Manual 2012 Errors

Error / Issue	Correction
Number formatting	There is a large amount of inconsistency in number formatting between the rules.
1.07 / 13.01 / 16.05 /	System referred to as "Race Management System"
1.14 / 13.15.2(f) / Chapter 18 Preamble / 19.14 / 19.16 / 19.30 / 19.32 / 20.13 / 20.15 / 20.30 / 20.32 / 20.47 / 20.49 / 20.64 / 20.66 /	System referred to as "CM;S"
6.02 / 6.03(b) / 6.04.4 / 6.04.5 / Chapter 13 Preamble / 13.03 / 13.13 / 13.16(e) / 13.17.4 / 13.17.5 / 13.19 /	System referred to as "AKA Licence System"
Chapter 18 Preamble / 19.14 / 19.30 / 20.13 / 20.30 / 20.47 / 20.64 /	System referred to as "Competition Management System"
1.10	S.K.C is shown in all other paragraphs throughout the Karting Manual as SKC
1.32.3(a)	Refers to R25.02(vii) Should read 25.02(vii)
1.30.9 1.30.10 Formatting inconsistency	Sub points shown as 1. 2. 3. Sub points shown as a) b) c)...
4.09 (l)	Steward have the power to modify the location of the Start/Finish line? In NSW isn't this prevented by NSW Sport & Recreation Licensing requirements
6.03	Refers to 7.18 (a)-(f) Should refer to 7.18
14.01 (a)	Duplication of 14.01.5
Stewards Quick Reference Guide (page 53	Chequered Flag infringement - Refers to Rule

	15.17 Should refer to 15.18
Chapter 11 Preamble	Refers to SKS Should be SKC
14.01.4 (e)-(i)	Formatting inconsistency. Sub points are not separated
16.06(d)	Missing Chapter reference
20.53	Spelling: Australianl Should be: Australian
24.7	Formatting point numbers - duplicate #2
26.05	"Performed" incorrect spelling
30.06	"Refer to..." reference is incorrect and no longer required

Item 3 - WA

Rule 15.13 Blue and Red Diagonal

Suggest that we revert to previous 2011 rule.

Reason: This will allow us to bring in a really slow (and potentially dangerous kart) without having to wait for them to disobey the blue flag as is currently the 2012 rule.

Item 4 - WA

Rule 15.11 Red Flag

Suggest instead of Clerk of Course or Steward only, add "other nominated officials".

Reason: Clerk of Course or Steward may be locked in a hearing or otherwise occupied and not have a good view of the race (such as tower staff).

Item 5 – WA

Rule 4.15 (f)

Clarify what the reports are?.

Item 6 - WA

Rule 12.01 and 12.01(b) 3

Remove the words "appear to".

Reason: Tidy up

Item 7 - WA

Rule 12.02

Add Scrutineer to list of officials.

Reason: Tidy up

Item 8 - WA

Rule 1.32.3

While we declare track is "wet from when it appears rain is imminent", we don't declare when track becomes dry. Should we?

Reason: Clarification of Rule

Item 9 –TAS Discussion Item

Rule 15.11 Red: (flag) and addition of Double Yellow Flags

Discussion item re suggested introduction of Double Yellow Flags/Lights introduced as a precursor prior to a Red Flag and compulsory education of driver's as to what reduce speed means under Yellow and/or Red Flag situations.

If not added to Rule Book can Double Yellow be utilised at a State level?

REASON –

Examples to be given at Conference.

**Item: 10. NSW
Endorsements**

Clarification on rule 13.17.1

Rule 13.17.1 states only one licence endorsement can be obtained per driver, per race meeting. Are drivers able to obtain a flag endorsement one day and a provisional endorsement on the second day where clubs run two day race meetings with different classes each day.

Item: 11 - QLD

1. Review Rule 16.10(e) in particular as these rules include cadet's clutched karts.

Reasons : Safety Issue

Item: 12 - QLD

2. Introduce compulsory penalties for failure to comply to R 15.08.

Reason: to better risk manage the sport as no one obeys the instruction of this rule anymore.

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.*

Item 14 – AKAC - Recommendations

The maximum monetary penalty this Court can impose is \$3,000.00 per offence. This Court considers that ceiling to be too low. In this Courts view a monetary penalty in excess of \$5,000.00 per offence would have been an appropriate penalty in all the circumstances of this case.

However, given the Court is confined to a maximum monetary penalty of \$3,000.00 per offence it will impose that maximum fine in each case. In imposing such a penalty the Court recommends consideration be given to increasing the monetary penalty which can be imposed from \$3,000.00 per offence to \$10,000,00 per offence. This would afford greater flexibility in the range of penalties which can be imposed and bridge the gap between monetary penalties and suspensions.

Item 15 – Officials committee item.

Change to Rule 7.13.3 to better reflect the original intent of the rule.

Rule 7.13.3 currently reads;

3) Where practicable, a Steward who lodges a complaint should not be involved in the hearing of that complaint, except when called as a witness.

Proposed rule change to read;

3) **Where practicable, a Steward who lodges a complaint should not hear that complaint, except when called as a witness.**

1. Change to Rule 8.01.2 to reflect rule 9.02(b)(ii).

Rule 8.01.2 currently reads;

(2) an appeal from a decision of a Disciplinary Tribunal to the Australian Karting Appeals Court.

Proposed rule change to read;

(2) an appeal from a decision of a Disciplinary Tribunal to a relevant State Karting Council Appeal Tribunal.

2. Acceptance and implementation of the above rule change will require the following changes to be made.

Rule 8.04(c) currently reads;

(c) To lodge an appeal against a decision from a “Disciplinary Tribunal” or 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 (\$1,100.00 for an appeal in writing or \$2,200.00 for an appeal in person).

Proposed rule change to read;

(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.**

Current rule 8.04(c) to be re numbered to (d) and changed to read;

- (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 (\$1,100.00 for an appeal in writing or \$2,200.00 for an appeal in person).

Current rule 8.04(d) will then need to be re-numbered (e).

3. Addition to rule 13.17.2 to read;
Licence endorsements can be obtained at both open and closed race meetings, **and must be requested via CM:S when the competitor pre-enters / enters the race meeting.**
4. Proposed changes to rule 13.19.3 to provide better clarification and make allowance for B Grade Juniors already qualified to race Junior Clubman, Formula JMA, Junior Performance **or KF3.**

Rule 13.19.3 currently reads;

3. Juniors:
- (a) A junior driver may elect to move to seniors at age sixteen (16) or at any time between then and the end of the calendar year.
- (b) A Junior driver from age fifteen (15) must satisfy one of the following requirements to progress to senior status prior to their sixteenth (16th) birthday.
1. Hold an International Junior Licence
 2. Junior A grade licence holders from age 15 must have six (6) upgrade endorsements to move to a senior A grade open / unrestricted licence.
 3. Hold a minimum B grade licence and have six (6) upgrade endorsements noted in their licence since attaining a B license AND whilst 15 years old and will be restricted to 100cc until their 16th birthday.
 4. A junior with a B grade licence, issued as per item 3 above, upon moving to senior, may elect to downgrade to a restricted 125cc C Grade licence and rule 13.17.5 applies.
- (c) Once a driver has competed in seniors, the right to return to juniors is forfeited.
- (d) To be eligible for Junior Clubman, Formula JMA, Junior Performance or KF3 classes, a driver must;
- (i) Be a minimum of 13 years of age.
 - (ii) Hold a B grade junior licence that has been endorsed at six (6) race meetings in a Junior National class.

Proposed rule changes to read;

3. Juniors:
- (a) A Junior driver may elect to move to Senior status at age sixteen (16) or at any time between their sixteenth (16th) birthday and the end of the calendar year.
- (b) A Junior driver from age fifteen (15) **may elect to move to Senior status prior to their sixteenth (16th) birthday, but must satisfy one of the following requirements.**
1. Hold an International Junior Licence.
 2. Junior A grade licence holders, from age fifteen (15), must **obtain four (4) upgrade endorsements in either Junior Clubman, Formula JMA, Junior Performance or KF3 classes**, prior to moving to a Senior A grade unrestricted licence.
 3. (i) Junior B grade licence holders, from age fifteen (15), must **obtain six (6) upgrade endorsements in a Junior National class**, prior to moving to a **Senior B grade restricted licence. This licence allows them to practice/race a maximum of a 100cc unrestricted**

kart or a 125cc restricted kart.

- (ii) To gain an unrestricted **Senior B grade** licence whilst fifteen (15) years of age, a **Junior B grade** licence holder must obtain six (6) upgrade endorsements in either **Junior Clubman, Formula JMA, Junior Performance or KF3 classes**, prior to moving to a **Senior B grade unrestricted** licence.
4. A **fifteen (15) year old Senior B grade restricted licence holder**, issued as per **sub-rule 3 (i)** above, may elect to downgrade to a **C Grade licence**, as per rule **13.17.9**, to be eligible to practice/race restricted 125cc. **Upon turning sixteen (16) years of age, their licence will be upgraded and re-instated to a Senior B grade unrestricted licence.**
- (c) Once a driver has competed in Seniors, the right to return to Juniors is forfeited.
- (d) To be eligible for Junior Clubman, Formula JMA, Junior Performance or KF3 a driver must;
- (i) Be a minimum of 13 years of age.
 - (ii) Hold a minimum of a B Grade Junior Licence that has been endorsed at six (6) race meetings in a Junior National class.
5. If item 4 above is accepted and implemented, then rule 13.17.9 will need to be changed to read as follows;

Rule 13.17.9.

A & B Grade licence holders may elect to be downgraded to a C grade licence at any time, but once downgraded to a C grade licence, they must remain a C grade for a minimum of 12 months, **unless rule 13.19.3.4 applies.**

6. Chapter 14: Protective Clothing
Rule 14.01.2 Standards:
Dot point 4 needs the following references removed as they are no longer acceptable as per the General Note in rule 14.01.2
- ~~Snell M90, Snell SA90, Snell M95, Snell SA95~~, Snell SA2000, Snell M2000, Snell K98, Snell SA2005, Snell M2005, Snell K2005, Snell SA2010, Snell M2010, Snell K2010 – Snell Foundation.

General note to be changed to read;

GENERAL NOTE

A Helmet with correct standard number but which was manufactured more than 10 years ago will not be acceptable. IE a **Snell K98** sticker with a manufactured date of **April 2002**.

7. Chapter 14 Protective Clothing:
Proposed addition to rule 14.01.2(a)
- (a) Helmets bearing the following marks are approved for use on AKA circuits, **provided that they are no older than 10 years from their date of manufacture.**
8. Rule 15.10 Blue: (Waved)

Remove the word 'must' and replace with the word 'may'.

15.10 Blue: (Waved)

A waved Blue Flag / flashing light signifies that you are about to be overlapped by one or more competitors. On receiving this flag / light, you ~~must~~**may** continue with your race and hold your normal race line, but allow any overlapping kart/s to pass unimpeded.

Failure to obey this rule will result in the Blue and Red Double Diagonal flag being shown, under direction from the Clerk of Course / Stewards, as per rule 15.13.

- 9.** Addition to rule 16.06(d)
(d) When classes are run co-jointly, provisional licence holders must start at the rear of the entire field, **in co-joined class order.**
- 10.** Proposed new rules 16.06(e) and (f).
(e) **When two (2) or more classes (maximum 4) are co-joined, the classes run on the track at the same time, with race results / points allocated to each individual class.**
(f) **When two (2) or more classes are combined to form a class, race results / points are allocated as one class.**
- 11.** Proposed addition to rule 16.09(iv) to read;
(iv) The starter **may then** give the start signal **when** satisfied with the **speed and formation of the karts, once the front row of karts have entered the designated starting area between the yellow acceleration line and the start line.**
It is forbidden for drivers to accelerate until the front row of karts have crossed the yellow acceleration line painted on the track surface.
- 12.** Proposed deletion of part of rule 16.09(vi).2
1. ~~Provided the competitors have been advised of the procedure and the penalty at the drivers briefing,~~ Allow the race to continue, and signal to the offending driver or drivers by use of the 'bad sportsmanship flag' that they have received a 10 second time penalty, to be imposed at the completion of the race.
As per rule 7.04(d) a complaint or appeal may not be made against this decision.
- 13.** Rule 16.11 Race Stoppage:
Current rules read;
- 16.11 Race Stoppage:
Races may only be stopped under extreme emergency and by using the red flag/lights.
- (a) When a race is stopped it must be restarted over the remaining number of laps as approved by the Stewards, unless
- i. At least 50% of the race is completed by the leading kart, in which case placings will be awarded according to positions at the commencement of the lap in which the race was stopped.
- ii. It is a State or National Championship event where less than 3 laps remain to be completed by the leading kart. In this case placings will be awarded according to positions at the commencement of the lap in which the race was stopped.
- (b) Any competitor who is stationary when red flag/light is used to stop a race will not be permitted in the re-start of that race. There shall be no complaint or appeal against this section of Rule 16.11(b).
- (c) After a red flag incident, the karts are to be impounded in "parc ferme" and no work is permitted to be carried out. Any karts found by the Scrutineers to be unsafe and / or non compliant will be excluded from the re-start of the race.

- (d) Re-Start of Race:
(1) Positions to be as recorded at the commencement of the lap in which the race was stopped. If the lap scorers do not have a complete record of all starters, the Stewards may re-start the race in the original order with grid positions revised after exclusion of those who are ineligible under Rule 16.11(b).

Proposed changes to rule 16.11, Race Stoppage to read;

16.11 Race Stoppage:

- Races may only be stopped under extreme emergency and by using the red flag/lights.
- (a) When a race is stopped it must be restarted over the remaining number of laps **as determined by the Chief Timing Officer / Lap Scorer and** approved by the Stewards, unless
- At least 50% of the race is completed by the leading kart, in which case **the race can be declared** and placings awarded according to positions **at the last recorded lap as determined by the Chief Timing Officer / Lap Scorer, excluding those that were stationary when the red flag/light was used to stop the race.**
 - It is a State or National Championship event where less than 3 laps remain to be completed **by the leading kart.** In this case **placings will be awarded according to positions at the last recorded lap as determined by the Chief Timing Officer / Lap Scorer, excluding those that were stationary when the red flag/light was used to stop the race.**
- (b) Any competitor who is stationary when the red flag/light is used to stop a race will not be permitted in the re-start of that race, **and will not be eligible for any placings if the race is declared as per rule 16.11(a) i and ii above.**
There shall be no complaint or appeal against this section of Rule 16.11(b).
- (c) After a red flag **stoppage**, the karts **and drivers** are to be impounded in "parc ferme."
Drivers remain under the direction of the Clerk of Course. No adjustments or repairs are permitted to the karts prior to the re-start of the race. Any karts found by the Scrutineers to be unsafe and / or non compliant will be excluded from the re-start of the race.
- (d) Re-Start of Race:
(1) Re-start positions to be as per the last recorded lap **as determined by the Chief Timing Officer / Lap Scorer, excluding those that are ineligible under rules 16.11(b) and (c).** If the **Chief Timing Officer / Lap Scorer** does not have a complete record of all starters, the Stewards may re-start the race in the original order with grid positions revised after exclusion of those who are ineligible under Rule 16.11(b) **and (c).**
(2) If the race is stopped on the first lap, the race is restarted in the original grid order and formation after the exclusion of those who are ineligible under Rule 16.11(b) **and (c).**

14. Proposed new rule 25.23 (currently reserved)

25.23 **Technical Infringement during an Event:**

1. If, during an event, any of the following items below, (a) to (i), become dislodged / non-compliant, the competitor will be shown the Mechanical defect flag (black and orange disk) as per rule 15.16 and must return to the mechanical breakdown lane / in grid prior to completion of their next lap, to effect repairs as per rule 17.10. Competitors who cannot effect repairs to the satisfaction of the Chief Scrutineer, and rejoin the race within 1 lap under direction from the Grid Marshal, will be classified as a DNF.

- | | | |
|-----|----------------|---------------|
| (a) | Bumper Bars | rule 25.01(g) |
| (b) | Side Pods | rule 25.02 |
| (c) | Nassau Panel | rule 25.03 |
| (d) | Nose Cones | rule 25.06 |
| (e) | Exhaust System | rule 25.09 |

(f)	Chain Guard	rule 25.11(i)
(g)	Engine sprocket guard	rule 25.11(ii)
(h)	Noise Induction Silencer	rule 25.24
(i)	Transponder	rule 16.05

2. If, at the completion of an event, any of the above items, (a) to (i), are found by the Scrutineers / Technical Officers to be dislodged / non-compliant, the kart will be impounded for further inspection. Karts that fail inspection due to any of the above items, (a) to (i), will be automatically excluded from the section of the event to which the non-compliance relates. 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 1 Steward and the Chief Scrutineer (Judge of Fact). A complaint / appeal cannot be lodged against this action.

Item – 15 - NSW

The Endurance Karting Association would like to apply for a rule change to allow the annual winner of the Endurance Karting Briggs & Stratton point score to be classed as National Title Holder for Endurance Karting, So that they would then be entitled to carry the GREEN number plate with a yellow number ONE on it for the following Endurance Karting season.