

Australian Karting Association Inc

Administration Committee's

Recommendations to the NKC Meeting 21/22 August 2010



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

Date: 4th June 2010

Time: 7.30pm

Meeting Commenced Friday 4th June 8.00pm.

Item 1 – AKANSW Admin Item 1

Rule 17.12

17.13 Head Sets and Communications

(b) It is a requirement of the permit that at all race meetings that the following officials are supplied with head sets and communication – Clerk of the Course, Stewards, Starter, Grid Marshall and Scales Marshall and recommended for all other officials.

SHOULDN'T THIS ALSO INCLUDE FLAG MARSHALLS. OTHERWISE HOW ARE THEY TO BE NOTIFIED ABOUT WHEN/WHERE TO DISPLAY CORRECT FLAGS

Committee's recommendation to the NKC:

Lapsed

Item 2 – AKANSW Admin Item 2

Rule Changes: "EFFECTIVE IMMEDIATELY". There are too many technical changes - freeze rules for a period of time (2 years) – give stability to classes.

Committee's recommendation to the NKC:

Recommendation: Administration committee does not agree, item referred to technical committee.

Item 3 – AKANSW Admin Item 3

Engine Starting Area's – should be allowed to start engines in your pit area.

Committee's recommendation to the NKC:

Recommendation: Lapsed

Item 4 – AKANSW Admin Item 4

Agenda Item from the Timing Officer at the 2010 Nationals:

On Sunday morning we were challenged on the method of resolving ties in points when generating the grids for the finals.

On closer examination of the rule book I have found a contradiction that is not implemented in the CM:S application.

Rule 19.21 states that ties for points are resolved first by count back, then by qualifying time (if there was qualifying) and then by last race and this was what CM:S does.

Rule 20.22(1)1g for National and State titles (also 20.22 2 (9)) states that ties for points are resolved by qualifying time.

I don't want to complicate CM:S by having 2 methods for something so trivial. I suggest the executive decides which method will be used and change the rule book. An amendment (or software change) may be needed before the next state title event.

My suggestion is, Rule 19.21 be modified so that the count back is used when there is no qualifying, and qualifying times used when there is qualifying, then it will agree with Rule 20.22 which is what the top guys are used to at big meetings.

Committee's recommendation to the NKC:

Recommendation: CM:S system has to comply with the Rulebook. States and Nationals are run as per Rule 20.22.

Reword Rule 19.21

In the circumstances of a draw, the winner is to be determined by a count back system as follows: The winner to be the competitor who has scored the highest number of first placings, then the highest number of second placings and so on throughout the relevant event. Should there still be a tie (with placings checked), winner determined by the higher placing in the final race of the event.

In the circumstances where there is a draw for a grid position for a heat then the grid position for the heat will be determined by a random draw.

Item 5 – AKANSW Admin Item 5

Rule 13.15

School Licences

Add to rule 13.15(ii)

School licence (Grade F) holders must satisfactorily obtain two school endorsements and compete at three meetings as a D Grade Provisional driver and have their licence endorsed after each meeting.

Committee's recommendation to the NKC:

Recommendation: Lapsed

Item 6 – VKA Admin Item 1

Chapter 18 - Rule 18.12 Paddock Area

Recommendation that covered foot protection to be worn in the Paddock area at all times.

Reason:

Too many walking through the paddock with thongs on.

Discussion:

Hard to police when we allow public in this area but believe that signage around this area would help. After discussion it was determined to cover wearing of covered footwear under signs.

Committee's recommendation to the NKC:

The recommendation is to include this in rule 18.25 Official Signage – Recommendation covered footwear be worn at all times (practice/race meeting) whilst in paddock area.

Item 7 – VKA Admin Item 2

Chapter 20

Delete C in the table – this is not related to Chapter 20.

Committee's recommendation to the NKC:

Delete C in the table – this is not related to Chapter 20.

Item 8 – AKATAS Item 3

Is a driver who has entered a race meeting deemed to be eligible to enter another class in that competition without being considered a late entry?

Reason:

In Tasmania if a driver enters as a *late entry* (i.e after the closing date) then he/she incurs a late entry **penalty**. Clarification is needed as to whether that driver is in fact a late entry when they have already entered the competition in another class.

This may also need to be clarified in/added to the definitions for Competitor/Entrant- refer to 1.07 Definitions: (General)

Committee's recommendation to the NKC:

No recommendation required.

Item 9 - AKATAS Item 4

The issue of self-scrutineering should be reviewed as the current rules do not take into account that Midgets / Rookies / Juniors can currently self scrutineer if they are 'B' Grade drivers. That appears to be the only current stipulation for self-scrutineering - that the driver holds a B Grade licence.

Reason:

Given that many parents do not know how to adequately prepare or maintain a kart for racing, it is considered that Midgets / Rookies / Juniors (A, B & C Grades) should have their karts scrutineered by a Scrutineer, and that this be a mandatory requirement before this group of karters is permitted to race.

Proposal: Self-scrutineering to be carried out by only Karters over the age of 18 and a definition included in 1.07 Definitions: (General)

Committee's recommendation to the NKC:

Recommendation – we believe that no one under 18 yrs sign off on scrutineering. This is a state issue. Refer to scrutineering form.

Item 10 – AKATAS Item 5

New Officials ring binder handbooks in A5 format. A5 Addendum and rule changes inserts for Officials binder to be printed, punched and supplied to states.

Reason:

Professional insert supplied. Inserts should be printed on the same gauge paper as in the folders supplied as new page inserts.

Committee's recommendation to the NKC:

No recommendation required. Each state has this under control.

Item 11 – AKATAS Item 6

17:12 (j) Safety of Karters and Officials

Clarification of 'Race Official' and 'other officials' re wearing of different coloured Safety Vests

Reason:

This may be clarified in/added to the definitions as Officials - refer to 1.07 Definitions: (General)

Committee's recommendation to the NKC:

Recommendation: **Reword 17.12j** –

AKA Orange vest for all Officials listed on Supplementary Regulations except for flag marshalls who wear AKA official green/yellow vest. Anyone else entering the circuit needs to wear a non AKA green/yellow vest.

Item 12 – AKATAS Item 7

13.01 Application for a Licence - Preamble

'To apply for the issue of a 'new AKA Licence' or the renewal of an 'existing AKA licence' , either, contact the Licence Secretary of your chosen club, or, go to [.karting.net.au](http://karting.net.au) , click on the 'Apply for Licence' button and follow the prompts.

REWORD:

To apply for the issue of a 'new AKA Licence' contact the Licencing Officer of your chosen club, for the renewal of an 'existing AKA licence', go to [.karting.net.au](http://karting.net.au) , click on the 'Apply for Licence' button and follow the prompts.

and also add

... enquiries re Lapsed licences or expired licences should be directed to the State Licencing Officer or State Secretary... given outcome of 13.03 and 13.05

Additional suggestion to show process:

- New applicant goes to [.karting.net.au](http://karting.net.au), follows prompts then takes application to club OR goes directly to club where they help apply online.
- A temporary licence is issued
- Club forwards documentation ie: birth certificate to State Licencing Officer/State Secretary
- When received licence is processed and card printed

Reason:

The wording is confusing Karters as new applications are processed and finalised by the State Licencing Officer or State Secretary, after initial application is made by the Club Licence Officer, especially when read in conjunction with:

13.01 (4) Persons under eighteen years of age are to produce a birth certificate to the State Secretary before the issue of initial licence

Karters don't understand the timeline of the process.

(Note TAS requires proof of current paid membership and licence fee payment and sighting birth certificate if relevant which is normally done by the State Licencing Officer/State Secretary after the club licencing officer initiates an application in the AKA System)

Committee's recommendation to the NKC:

A reword of this will be done in conjunction with BAM.

Item 13 – AKATAS Item 8

13.01 (4) Application for a Licence -

13.01 (4) Persons under eighteen years of age are to produce a birth certificate to the State Secretary before the issue of initial licence

Clarify what is 'initial licence' in regard to never held a licence (13.03) or lapsed licence (13.05)

Reason:

From 13.03 New AKA Licence

'A person who has never held an AKA licence shall, using the AKA Licencing System, apply for the issue of a D Grade Provisional Licence as per rule 13.15.2'
(This is an initial licence?)

Also

From 13.05 Lapse of Licence

'Drivers who have allowed their licence to lapse for a period of three (3) years or more shall be regarded as applicants for a D grade Provisional Licence'

Does this then become a new initial licence?

Suggest that ' 13.01' is added to wording of 13.03

And definitions for New Licence, renewal licence, lapsed licence and expired licence are included in 1.07 Definitions (General)

Committee's recommendation to the NKC:

Discussion – Never held a kart licence - is their initial licence.

Lapse licence: is a new renewal.

Item 14 – AKATAS Item 9

13.16 Single Event License

Reason:

Typo tidy up

13.16 Single Event Licence

Committee's recommendation to the NKC:

Recommendation: Administration correction only.

Item 15 – AKATAS Item 10

Licence Swipe Cards

It is considered that, at present, the cards do not contain sufficient information.

Reason:

As a minimum, the cards should also state drivers' Date of Birth and Licence Grade so that anyone who needs to view the licence has sufficient information at hand to make whatever decision is deemed necessary at a particular time with respect to a particular driver.'

Committee's recommendation to the NKC:

Recommendation: Tasmania to address this as a state issue.

Item 16 – AKASA Admin Item 1

Add to rule 20.22.2(15)

(15) Grid positions for Final are based on the points gained during the 3 Heats. Driver with the lowest points to grid 1, next to grid 2 and so on up to track capacity, compete in the Final. Drivers with equal points up to track capacity, grid positions will be determined by best qualifying time.

In the event of any withdrawals from the qualified capacity grid for the final, competitors will be moved up and vacant grids filled with the next available qualifier, up to track capacity.

Reason:

To maintain a capacity final grid in oversubscribed classes

Committee's recommendation to the NKC:

Recommendation: To accept above addition to rule 20.22.2(15).

Item 17 – AKASA Admin Item 2

It became evident at the National Championships at Puckapunyal this year that we may need to take another look at the current format for this event. When considering format changes for this event, it must be remembered that the event may not always be run at a venue with a track capacity of 40 karts. The following is a suggestion for adoption that will offer greater flexibility no matter what the track capacity.

20.22 Method of Racing for: NATIONAL SPRINT CHAMPIONSHIPS:

1. UNDER-SUBSCRIBED CLASSES: UP TO TRACK CAPACITY. (2 x timed qualifying, 2 heats, pre-final and final)

(a) Timed Qualifying

Timed Qualifying to be as per rule 19.17(c) 2), 3), 4) & 5)

2 x 4 minutes qualifying sessions.

First qualifying session, lowest kart number to grid 1 and so on.

Second qualifying session, highest kart number to grid 1 and so on.

(b) Heats

Heat 1; Grid positions as per qualifying, fastest time to grid one, and so on.

To be run over a distance of 7km minimum.

Heat 2; Grid positions as per qualifying, fastest time to grid one, and so on.

To be run over a distance of 7km minimum.

- (c) **Pre-final**
One pre-final. Lowest accumulated points from heats one and two to grid one, and so on. Pre-final to be run over a distance of 11km minimum.
- (d) **Final**
One Final: The finishing order from Pre-Final determines grid positions for the final. Winner of pre-final to grid 1, second to grid 2, and so on. Non finishers in the pre-final will be gridded at the rear of the field in order of laps completed, then grid position from pre-final.
Final to be run over a distance of 16kms. minimum.

Finishing order of the final determines the winning positions in each Championship Class.

- (e) All competitors must register a qualifying time and compete in the first heat to be eligible for grid positions for the Pre-Final and the Final.
- (f) Karts underweight will be excluded as per rule 5.03.2, except during timed qualifying when rule 19.17(e) applies.
- (g) Ties between karts on points from heats will be decided by qualifying times.
- (h) Point Score System for Heats:
1st - 0 Points
2nd - 2 Points
3rd - 3 Points and so on with one point being added for each place.
Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed, then the grid position awarded from the start of the heat.

2. OVER-SUBSCRIBED CLASSES: GREATER THAN TRACK CAPACITY.

The race format for over-subscribed classes will be dependant upon the number of entries received over track capacity.

Race Format 1 will be used for over-subscribed classes < or = to 125% of track capacity.

Race Format 2 will be used for over-subscribed classes > 125% of track capacity.

The maximum number of entries that can be accepted for any class will be an amount equal to twice the track capacity.

(1) RACE FORMAT 1.

OVER-SUBSCRIBED CLASSES < OR = TO 125% OF TRACK CAPACITY. (2 x timed qualifying, repechage, 2 heats, pre-final, final.)

- (a) **Timed Qualifying**
Timed Qualifying to be as per rule 19.17(c) 2), 3), 4) & 5)
2 x 4 minutes qualifying sessions.

Over-subscribed classes will be split into two qualifying groups by the Chief Timing Officer, based upon their race numbers.

First qualifying session for the class, group 1 will precede group 2, both groups with lowest kart numbers to the front.

Second qualifying session for the class, group 2 will precede group 1, both groups with highest kart numbers to the front.

After timed qualifying sessions, all but the last five (5) grid positions (up to track capacity) are filled immediately for the heats, with the fastest qualifier from either group to grid 1, the second fastest qualifier from either group to grid 2, and so on. The last five (5) grid positions for the heats are filled from the results of a REPECHAGE RACE between the remainder of the competitors in the class.

(b) **Repechage:**

One repechage - grid positions as per qualifying (faster time to grid position one, and so on). Repechage to be run over a distance of 11kms minimum.

Competitors who fail to qualify for a starting position in the heats will be eliminated and refunded 50% of their entry fee. No refund on tyres.

(c) **Heats:**

Heat 1 - grid positions as per qualifying (fastest time to grid position one, and so on) including first five place getters from repechage race.

To be run over a distance of 7km minimum.

Heat 2 - grid positions as per qualifying (fastest time to grid position one, and so on) including first five place getters from repechage race.

To be run over a distance of 7km minimum.

(d) All competitors must register a qualifying time and compete in the first heat to be eligible for grid positions for the Pre-Final and the Final.

(e) Ties between karts on points from heats will be decided by qualifying times.

(f) **Point Score System for Heats:**

1st - 0 Points

2nd - 2 Points

3rd - 3 Points and so on with one point being added for each place.

Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed, then the grid position awarded from the start of the heat.

(g) **Pre-final**

One pre-final. Lowest accumulated points from heats one and two to grid one, and so on. Pre-final to be run over a distance of 11km minimum.

(h) **Final**

One Final: The finishing order from Pre-Final determines grid positions for the final. Winner of pre-final to grid 1, second to grid 2, and so on. Non finishers in the pre-final will be gridded at the rear of the field in order of laps completed, then grid position from pre-final.

Final to be run over a distance of 16kms. minimum.

Finishing order of the final determines the winning positions in each Championship Class.

(i) Karts underweight will be excluded as per rule 5.03.2, except during timed qualifying when rule 19.17(e) applies.

Lapsed

(2) RACE FORMAT 2.

OVER-SUBSCRIBED CLASSES > (2 x timed qualifying, 3 heats, pre-final, final.)

(a) Timed Qualifying

Timed Qualifying to be as per rule 19.17(c) 2), 3), 4) & 5)

2 x 4 minutes qualifying sessions.

Over-subscribed classes will be split into two qualifying groups by the Chief Timing Officer, based upon their race numbers.

First qualifying session for the class, group 1 will precede group 2, both groups with lowest kart numbers to the front.

Second qualifying session for the class, group 2 will precede group 1, both groups with highest kart numbers to the front.

After qualifying, drivers will be split into 4 groups, A, B, C, or D

Fastest qualifier to group A, 2nd fastest to group B, 3rd fastest to group C, 4th fastest to group D, 5th fastest to group A, 6th fastest to group B, etc until all drivers are allocated a group.

(b) Heats:

Each group will race against each other group over three heats.

Fastest qualifier (A group) will race from pole position in the 3 heats.

2nd fastest qualifier (1st in B group) will race from pole position in 2 heats.

3rd fastest qualifier (1st in C group) will race from pole position in 1 heat.

Heats to be run over a distance of 7 kms minimum.

Heat 1a - Group A v's D (grid as per qualifying order)

A's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc

Heat 1b – Group B v's C (grid as per qualifying order)

B's grids 1, 3, 5, 7, etc, C's grids 2, 4, 6, 8, etc

Heat 2a – Group A v's C (grid as per qualifying order)

A's grids 1, 3, 5, 7, etc, C's grids 2, 4, 6, 8, etc

Heat 2b - Group B v's D (grid as per qualifying order)

B's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc

Heat 3a – Group A v's B (grid as per qualifying order)

A's grids 1, 3, 5, 7, etc, B's grids 2, 4, 6, 8, etc

Heat 3b – Group C v's D (grid as per qualifying order)

C's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc

(c) All competitors must register a qualifying time and compete in two heats to be eligible for a grid position in the final.

(d) Point Score System for Heats:

1st - 0 Points

2nd - 2 Points

3rd - 3 Points and so on with one point being added for each place.

- (e) Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed, then the grid position awarded from the start of the heat.
- (f) **Pre-final:**
One pre-final. Grid positions for the pre-final will consist of the lowest points scorer from the heats to grid one, second lowest points scorer to grid 2, and so on until the grid is filled to track capacity. In the event of a tie on points, the lower grid position will be awarded to the driver with the faster original timed qualifying.
In the event of any withdrawals from the qualified capacity grid for the pre-final, competitors will be moved up and vacant grids filled with the next available qualifier, up to track capacity.
To be run over a distance of 11km minimum.
- (g) **Final:**
One Final: The finishing order from Pre-Final determines grid positions for the final. Winner of pre-final to grid 1, second to grid 2, and so on. Non finishers in the pre-final will be grided at the rear of the field in order of laps completed, then grid position from pre-final.
Final to be run over a distance of 16kms minimum.
Finishing order of the final determines the winning positions in each Championship Class.
- (h) Karts underweight will be excluded (refer R5.03) except during timed qualifying then R19.17e applies

Committee's recommendation to the NKC:

Recommendation: Format 1 above lapsed. Format 2 as outlined above to be adopted – for all over subscribed classes.

Item 18 – AKASA Admin Item 3

Rule 4.03 currently reads;

NATIONAL SPRINT CHAMPIONSHIP (Bitumen)

1. There will be a minimum of Eight (8) Stewards for the National Sprint Championship.
2. In consultation with the National Events Coordinator and National Coordinators, the Secretariat shall appoint a minimum of four (4) Interstate Stewards and two (2) Interstate Technical Officers and up to four (4) Interstate Scrutineers.
(Each Interstate Steward will be from a different State and must have grade 1 qualifications). The Chief Steward for the event must be chosen by the Stewards and be One (1) of the Secretariat appointed Interstate Stewards.
3. The relevant State Council will appoint the remaining Stewards from recommendations made by the State Steward Coordinator.
4. The AKA shall cover travel/accommodation expenses and costs associated with the provision of the interstate AKA appointments. (See Championship criteria document).

It is proposed to make the following changes to these rules to allow more flexibility in selecting Interstate Stewards for this National Event from the dwindling pool of suitably qualified Officials.

NATIONAL SPRINT CHAMPIONSHIP (Bitumen)

1. There will be a minimum of Eight (8) Stewards for the National Sprint Championship.
2. In consultation with the National Events Coordinator and National Coordinators, the Secretariat shall appoint a minimum of ;
 - (a) four (4) Interstate Stewards, each with grade 1 qualifications.
 - (b) two (2) Interstate Technical Officers
and
 - (c) up to four (4) Interstate Scrutineers.
3. Where possible, each Interstate Steward must be from a different State, but the Secretariat reserve the right to appoint a maximum of two (2) Interstate Stewards from the host state of the proceeding year's National Championships.
4. The Chief Steward for the event must be one (1) of the Interstate Stewards and be appointed by the Secretariat from recommendations by the National Events Co-ordinator and National Officials Co-ordinator.
5. The relevant State Council will appoint the remaining Stewards from recommendations made by the State Officials Coordinator.
6. The AKA shall cover travel/accommodation expenses and costs associated with the provision of the interstate AKA appointments. (See Championship criteria document).

Committee's recommendation to the NKC:

Recommendation: The above proposed wording to be adopted.

Item 19 – AKASA Admin Item 4

Class Structure

The NKC do a complete review of the class structure and endorsing a five year plan to have CNC engines/grind to a line engines in all classes.

Committee's recommendation to the NKC:

Recommendation: Referred to Technical Committee.

Item 20 – AKASA Admin Item 5

Add to the bottom of Rule 10.

"All voting for positions at an AGM shall be as notified in writing by the members of the association"

This will eliminate the opportunity for NKC delegates to vote differently to the wishes of its state.

Committee's recommendation to the NKC:

Recommendation: Lapsed

Item 21 – AKASA Admin Item 6

Constitution Change New rule 8(p) and (q)

- (p) the NKC may consider any agenda or non agenda items at meetings as it sees fit.
- (q) the NKC are in place for the benefit of the sport Nationally and shall in most situations take advice from its state.

If these items do not get accepted then it needs to be written into the constitution as;

- (p) the only business that will be considered at NKC meetings are such agenda items as circulated.
- (q) the NKC shall take advice from its state in reference to all agenda items and are expected to vote accordingly.

Committee's recommendation to the NKC:

Recommendation:

The NKC are in place for the benefit of the sport nationally and shall in most situations take advice from its state.

The only business that will be considered at NKC meetings are such agenda items as circulated.

Option q from top options and option p from the bottom options are recommended.

Item 22 – AKASA Admin Item 7

Rule A1 (c)

remove the wording

“Under exceptional circumstances” as it is the only practical way of communicating.

Committee's recommendation to the NKC:

Recommendation: Wording “under exceptional circumstances” be removed from Rule A1(c).

Item 23 – AKASA Admin Item 8

Rule 19.17(b)

Add to the end of the rule:

At all race meetings, the timing system shall be set up and working for all practice sessions, with timing results to be posted before racing commences.

Reason:

The purpose of this is that currently all of the emphasis is on the competitor making sure that their transponder is working but no avenue is provided to them to check it – apart from a flashing light. Competitors can then check and see if their transponder is working before racing/qualifying commences.

Committee's recommendation to the NKC:

Recommendation: Lapsed

Item 24 – AKASA Admin Item 9

Rule 20.22 2 OVER-SUBSCRIBED CLASSES

This needs to be reworded from (15) down to allow for a pre-final to be run after the qualifying

Committee's recommendation to the NKC:

heats, with the finishing positions from the pre-final determining the starting position in the final.

Recommendation: Refer to Item 17

Item 25 – AKASA Admin Item 10

New rule 20.25

Closed State Title format, class structure, etc shall be at the sole discretion of the relevant state council.

Committee’s recommendation to the NKC:

Recommendation: The above wording to be added to rule 20.06.

Item 26 – WA Admin Item 1

Chapter 19

Rule 19.17 & 19.22

Where time trials are used, suggest that the usual format of practice/carby tune followed by time trials be altered to combine the two together perhaps giving more time.

Reason:

Help to shorten the race day

Committee’s recommendation to the NKC:

Recommendation: Lapsed.

Item 27 – WA Admin Item 2

Forms and Tags

Make these standard and available from the national office, rather than each state creating its own.

Committee’s recommendation to the NKC:

Recommendation: Pam to provide to each State.

Item 28 – WA Admin Item 3

Tribunals & Unclear Rules

If there is a tribunal based around the possible ambiguous or unclear interpretation of any of the rules in the rulebook, then the tribunal, in addition to making their decision, impose onto the AKA to immediately rewrite the rule and an amendments be issued.

Reason:

To eliminate any ambiguities and misinterpretation of rules.

Committee’s recommendation to the NKC:

Recommendation: Any Tribunal recommendation to be sent to the AKA for review. Administration with the AKA and Tribunal Registrar to attend to the requirements.

Item 29 – WA Admin Item 4

Chapter 14

Rule 14.01.4

Add:

5: The Officials of the Day can determine if the helmet fits correctly to achieve “fit for purpose”.

Committee’s recommendation to the NKC:

Recommendation: Lapsed.

Item 30 – WA Admin Item 5

Rule 20.22.2.1-17

That the A, B, C, D format for oversubscribed classes (as per 20.22.2 1-17 in 2010 AKA Karting Manual) be removed and replaced by recharge format for oversubscribed classes (as per 20.22.2 a-j) as in the 2006 AKA Karting Manual.

Reason:

The recharge format provides a full grid of racing at all times, unlike the ABCD method. This method provides for a pre-final, ABCD does not. This system rewards the fastest qualifiers and also allows for a DNF to not disadvantage a competitor hugely unlike the ABCD method. Many drivers at the 2010 National Championships expressed keen desire to return to recharge format.

Committee's recommendation to the NKC:

Recommendation: Lapsed

Item 31 – WA Admin Item 6

Officials Training Schools

We would like to propose that consideration be given to altering the rules for Officials Training Schools, specifically "*Summary 1. All grades of [STEWARDS][CLERK OF COURSE] must attend an Officials Training School annually*" as it appears in the Officials Handbook.

We believe that this should be altered to read "*1. Grade 3 and Grade 4 [STEWARDS][CLERK OF COURSE] must attend an Officials Training School annually*".

The question should be asked what benefit does a Grade 1 and/or Grade 2 [STEWARDS][CLERK OF COURSE] gain from attending an annual Officials Training School? It is worth noting that a State's Stewards Co-ordinator is not required to be a Grade 1 Steward, and are often Grade 2.

Grade 1 and Grade 2 Officials would see no benefit from attending a training school. In order to reach these grades people have proved themselves to be diligent and competent as well as dedicated to the sport for which they regularly volunteer their time, and have done so over a number of years, many whom have never driven a kart. Grade 1 and Grade 2 officials regularly spend their time reading and learning "on the job" at tracks, and generally have a very up-to-date knowledge of the Karting Manual.

Another area that needs consideration for change is the imposition on officials to sit questionnaires at time of renewing their licence (new on-line system). The questionnaires are an extremely valuable training tool, provoking both thought and process and knowledge of the Karting Manual. Should these be limited to officials? The question needs to be asked "why don't drivers have to answer similar questionnaires at the time of renewing their licence?"

Another area that needs to be looked at is what period of time does an Official's licence grade remain? Should this not fall within the same time limits as that of a driving licence - 3 years? There is no clear indication of the length of time.

Recommend:

1. Remove the requirement for both Grade 1 and Grade 2 stewards to attend annual Officials Training School;
2. Length of time an Officials licence grade remains valid be set;
3. Remove compulsory on-line questionnaires for officials at time of applying annually for their licence renewal. These questionnaires should be used as a training tool not a requirement to pass in order to obtain an officials licence. It should be remembered that ALL the people applying for these licences are “volunteers” and on the whole do not compete in the sport;
4. Look at implementing on-line training questionnaires for drivers, who have the potential to gain the most.
5. Look at making the process of upgrading from Grade 4 to Grade 3 a little more user friendly.

Committee’s recommendation to the NKC:

Recommendation: Item referred to Stewards Committee.

Item from the National Events Coordinator

Item 32 – NEC Admin Item 1

20.01 Championship Allocation:

National Sprint Championships and International Events are to be allocated three (3) years in advance of Competition.

The NKC appointed Track Inspector will carry out such inspection by 31 July two (2) years preceding the Competition.

Additional inspections may be necessary and these would be at the cost of the promoting club. If requirements have not been carried or met, the National Body may re-locate the Competition.

Delete: The NKC appointed Track Inspector will carry out such inspection by 31 July two (2) years preceding the Competition.

Reason:

We have a set criteria for the National Championships in regards to the track capacity and length etc. A state would not put forward a track that did not meet the criteria or be of the highest standard.

The NKC would not approve it if they did put forward a track not suitable. Tracks are licenced by a state track inspector and are used prior to a Nationals for other events so really there is no need for any inspection.

Why have the extra cost – if a track is currently being used and licenced holding events then why an inspection?

The only time we would need an NKC appointed track inspector to inspect a track is if it was a new circuit or the NKC requested an alteration – this could be done in consultation with the State Track Inspector.

Committee’s recommendation to the NKC:

Recommendation: Above proposal recommended.

Item 33 – NEC Admin Item 2

(2) OVER-SUBSCRIBED CLASSES: (2x timed qualifying, 3 Heats, Prefinal plus Final)

- (1) Time Qualifying – 2 x 4 minutes qualifying sessions (as per rule 19.17), timing to start when 1st kart crosses timing loop and end of the minute.
 - (2) Separate into 2 equal groups (or 3 if required), (up to track capacity) in race number order – (lowest to highest) for 1st qualifying session for each group.
 - (3) 2nd Qualifying session in reverse order (highest to lowest) for each group.
 - (4) Best time from two times qualifying sessions to be used to sort into qualifying order.
 - (5) After qualifying, drivers will be split into 4 groups, A, B, C, or D ie. Fastest qualifier to group A, 2nd fastest to group B, 3rd fastest to group C, 4th fastest to group D, 5th fastest to group A, 6th fastest to group B, etc until all drivers are allocated a group. Each group will race against each other group over three heats. Fastest qualifier (A group) will race from pole position in the 3 heats, 2nd fastest qualifier (1st in B group) will race from pole position in 2 heats, 3rd fastest qualifier (1st in C group) will race from pole position in 1 heat.
 - (6) Heat 1a – Group A v's D (grid as per qualifying order, A's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc) to be run over a minimum of 7kms.
 - (7) Heat 1b – Group B v's C (grid as per qualifying order, B's grids 1, 3, 5, 7, etc, C's grids 2, 4, 6, 8, etc) to run over a minimum of 7kms.
 - (8) Heat 2a – Group A v's C (grid as per qualifying order, A's grids 1, 3, 5, 7, etc, C's grids 2, 4, 6, 8, etc) to run over a minimum of 7kms.
 - (9) Heat 2b – Group B v's D (grid as per qualifying order, B's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc) to be run over a minimum of 7kms.
 - (10) Heat 3a – Group A v's B (grid as per qualifying order, A's grids 1, 3, 5, 7, etc, B's grid 2, 4, 6, 8, etc) to be run over a minimum of 7kms.
 - (11) Heat 3b – Group C v's D (grid as per qualifying order, C's grids 1, 3, 5, 7, etc, D's grid 2, 4, 6, 8, etc) to be run over a minimum of 7kms.
 - (12) **Pre Final – to be ran over 11km's – Drivers with the lowest points from the 3 heats (combined groups) to grid 1, next to grid 2 and so on up to track capacity.**
 - (13) The finishing order from Pre-Final to Grid 1, and so on, non finishers in the prefinal will be gridded at the rear of the field in order of laps completed, then grip position from prefinal. To be run over a distance of 16kms minimum.
Final only counts.
 - (14) All competitors must register a qualifying time and compete in 2 heats to be eligible for a grip position in the Final.
1. Each Driver will race against each other driver over 3 heats, points are allocated as 0 points for 1st, 2 points for 2nd, 3 points for 3rd etc. Non finishers to be allocated points based on their position at the last completed lap. Non starters to be allocated points in qualifying order behind all starters.

Grid positions for Final are based on the points gained during the 3 Heats. Drivers with the lowest points to grid 1, next to grid 2 and so on up the track capacity, compete in the Final. Drivers with equal points up to track capacity, grid positions will be determined by best qualifying time.

- Drivers excluded during qualifying will be allocated the slowest time plus 1 second or as determined by the officials.
- Drivers disqualified during any race will be allocated points penalties as determined by the Officials.

Reason:

By including a prefinal this will allow the top place getters in the divisions a chance to gauge their times against each other before the Final.

Committee's recommendation to the NKC:

Refer Item17

Item 34 – NEC Admin Item 3.

20.16 Results:

The Promoters shall, within seven (7) days after the end of the Meeting, provide to the AKA and to all competitors a dated and signed list entitled "Official Provisional Results".

The results will show:

- (a) All entrants in each Class together with their respective total points or finishing order and also fastest qualifying time in each class.
- (b) Promoters of National and State Championships shall furnish all State Secretaries with the Results of all National and State Championships.

Reword: The Promoters shall, within seven (7) days after the end of the Meeting, provide to the AKA "Official Provisional Results".

Delete: The results will show:

- (a) All entrants in each Class together with their respective total points or finishing order and also fastest qualifying time in each class.
- (b) Promoters of National and State Championships shall furnish all State Secretaries with the Results of all National and State Championships.

Reason:

Competitors can see the results on the AKA website and other sites.

Committee's recommendation to the NKC:

Recommendation: The above reword recommended.

Item 35 – NEC Admin Item 4

20.10 Promotional Material: Reword

Sponsors' names may appear on promotional material provided "National or State Championship" wording is prominent.

Reword: Sponsors' names may appear on promotional material provided "State Championship" wording is prominent.

Reason:

The AKA now is the major sponsor of the AKA Nationals State Championships - it should be up to each State how they wish to word their Promotion material.

Committee's recommendation to the NKC:

Recommendation: Above reword recommended.

Item 36 – NEC Admin Item 5

Re word to a line with the smart card system.

20.14 Entry

In exceptional circumstances the NKC may give approval for lesser entries in a particular class/classes to be run at State Championship Events.

The initial request must be made by the promoting club through their State Office and such decision may be made by phone hook-up.

1. A driver may only QUALIFY and race one (1) entry per class.
2. If fewer than:-
 - (i) Fourteen (14) genuine entries are received for a particular class for NATIONAL SPRINT CHAMPIONSHIPS (Bitumen) or
 - (ii) Eight (8) genuine entries are received for a particular class for STATE SPRINT CHAMPIONSHIPS (Bitumen) with the exception of Tasmania and Northern Territory or
 - (iii) Five (5) genuine entries are received for a particular class for National and State DIRT TRACK CHAMPIONSHIPS, then that class MUST be withdrawn.

Reason:

A re word as entry forms no longer exist.

Committee's recommendation to the NKC:

Recommendation: Reword above recommended.

Item 37 – NEC Admin Item 6

20.08 Private Practice Prior to Qualifying at State or National Championships:

STATE CHAMPIONSHIPS

Track will only be open for practice the two (2) days immediately before the event. (Track will be closed to all practice from the Monday prior until commencement of practice). Practice timetable are to be circulated with the Supplementary Regulations and displayed at the circuit.

NATIONAL CHAMPIONSHIPS

The Promoters will make available the race circuit for a minimum of four (4) days for practice to all nominated drivers. These days for practice are to be within six (6) days of the commencement of the event and listed in the Supplementary Regulations. Practice timetables are to be circulated with the Supplementary Regulations and displayed at the circuit.

Reword:

Number 1 proposal

NATIONAL CHAMPIONSHIPS

The Promoters will make available the race circuit for a minimum of **Three (3) days** for practice to all nominated drivers. These days for practice are to be within **four (4) days** of the commencement of the event and listed in the Supplementary Regulations. Practice timetables are to be circulated with the Supplementary Regulations and displayed at the circuit.

Number two Proposal
NATIONAL CHAMPIONSHIPS

The Promoters will make available the race circuit for a minimum of **Two (2) days** for practice to all nominated drivers. These days for practice are to be within **three (3) days** of the commencement of the event and listed in the Supplementary Regulations. Practice timetables are to be circulated with the Supplementary Regulations and displayed at the circuit.

Reason:

Try to eliminate time off work/school and cost to everyone. We only have two days practice for a State championship and they have up to 16 classes? Yet we have four days practice for an event with 10 classes?

Over the past few Nationals majority arrive on the Wednesday morning.

Committee's recommendation to the NKC:

Recommendation: Proposal 1 above recommended.

Item 38 – NEC Admin Item 7

National finals: Introduce a split practice for classes. Practice for the first five classes prior to their finals, then the final five classes to practice prior to their finals.

Reason:

Practice is at 8.00am and some classes don't commence their finals for some hours later – tracks change, weather changes??

Committee's recommendation to the NKC:

Recommendation: Above proposal is recommended.

Late Agenda Items:

DPE Items.

1. Chapter 41. Change name from Midgets to Cadets.
Reason: The term "Midget" generally refers to people with Dwarfism. This could be improved by changing the name to "Cadets" which is a widely used name in the karting world.
Committee's recommendation to the NKC:
Recommendation: Lapsed
2. Chapter 13 - Investigate if it is possible to reduce the cost of AKA licenses drastically by introducing a "user pays" system.
Reason: With the high cost of an AKA license (Vic \$290), purchasing one is a major negative, not only to newcomers but existing customers of the AKA also. One high ranking AKA official said to me he doesn't have an AKA license because he doesn't race very often and couldn't justify the expense, so if he thinks this way, imagine how many other people do too! As the cost of insurance etc is not made public, it is not possible for me to do the calculations but the concept is to investigate reducing the cost of a license dramatically to \$100 or even \$50. This would obviously

increase license numbers but there would be a need compensate for this reduction of income by adding (EG) \$10 to every race entry. This user pays system would mean that the more someone races, the more they pay which is essentially correct as they have a higher risk, simply from racing more often. For someone with access to the cost of insurance, etc, this would not be a difficult task.

Committee's recommendation to the NKC:

Recommendation: Refer to National Treasurer – as this item

3. Create a simple, low cost (ideally free), Australia wide method of allowing people considering taking up karting to have approximately 2x 10 minute test drives of a kart.

Reason: Very few people will outlay many thousands of dollars for something they have not tried. We know once a person test drives a kart they are usually hooked but currently there is no official way that a potential new customer can drive a kart. So that there is a reasonable level of control, this could be done via kart shops who would record the customer details and any other information that the AKA may require.

Committee's recommendation to the NKC:

Recommendation: Come 'N Try Day, licence holders are able to do this.

4. Remove classes that are not raced regularly from the AKA rulebook.

Reason: Classes such as (30) Piston Port, (31) Class Australia, (33) ReSa, (47) ReSa Junior, (52) ARC A1 Evolution are not raced and therefore should be removed from the overcrowded and thick AKA rulebook. If any of these classes were ever raced again then it could be simply stated "Refer to 2010 AKA rulebook for regulations"

Committee's recommendation to the NKC:

Recommendation: Under control.

5. Set aside a minimum of one hour per day per NKC meeting to discuss "How can we make the sport of karting bigger, better and more popular?"

Reason: Endless hours are spent at each NKC meeting discussing technical issues and although technical issues are important, they in general do have any effect on the sport. Time needs to be allocated to discuss the very important issues of how to improve the sport.

Committee's recommendation to the NKC:

Recommendation: Lapsed one is not enough time to discuss such an important issue.

6. Investigate why only a very low percentage of customers compete at the AKA Nationals.

Reason: At the recent AKA Nationals in Victoria, there were 350 entries out of more than 7000 AKA customers (5%). New Zealand's Nationals were held the same weekend and received 243 entries from 1200 karters (20%)

Committee's recommendation to the NKC:

Recommendation: Lapsed

7. Create a questionnaire for every AKA license holder to complete when they renew their license.

Reason: In order to be informed so that they can provide a better product and service for its customers, the AKA must carry out some market research, otherwise there is a chance its customers will simply leave.

Committee's recommendation to the NKC:

Recommendation: Lapsed

10. New format for AKA Nationals.

Rule 20.22(2): Change of racing format for State and National Titles

Reason: The National Championships are the single biggest event on the Australian calendar each year and should be taken seriously, not just trying to please every karter. Every driver knows before they attend the Nationals that it won't be easy to qualify for the event, but they understand the consequences that can arise from this. I.e. not making the field and going home early.

The current format we have in place (A v B v C v D) does not warrant the same respect to drivers who qualify at the front as the old format used too.

- With this system there are 3 heat races and a final
- Doesn't allow for a driver to DNF throughout the event as that will severely punish them without a pre final.
- Only allows you to compete against some drivers once, and not race them again until the final if you are lucky enough to make it
- Has less laps than the under subscribed classes
- It rewards drivers further down, as the field is halved and those drivers are possibly starting 10 positions further up then where they qualified.
- Drivers who qualify near the front don't have the luxury of moving up many positions, and therefore get penalised in a way.
- It's a big jump in laps from the 3 heat races and then into the final. I.e.

Puckapunyal had 8 lap heat races then a 16 lap final. No one had the chance even through practice to drive close to 16 laps in a single heat or session.

Isn't the whole point of a National title seeing all the best drivers racing together?

We propose a different format, which could be along the same lines as Sprint cars in a way where it rewards all drivers on a more level playing field:

- Retain the 2 x 4 minute qualifying session
- With a track capacity of 40 karts, you would have the top 75% of drivers combined in the first group after the combined qualifying session.
- The remaining 25% of drivers will go into the second group, where they race each other in the 2 heat races to qualify for the remaining places on the grid.
- At the end of the 2 heat races, the top 75% of drivers will be classified in a ranking order for the pre final, and the remaining spots on the grid will come from the lowest points from the 2nd group and so on.
- The drivers who did not qualify for the remaining spots on the grid will take no further part in the weekend.
- The 40 karts will take to the pre final, where drivers from 30 back, will then have an opportunity to race the other drivers in the class, and give themselves a chance to move up the grid for the final.
- The pre final results will determine the grid positions for the final.

Note: This format would only be used when the class is oversubscribed.

This format still gives all drivers at least two heat races, and it gives drivers at the front of the field the chance to race the same people in the heats, who they qualified respective too. This will still be the same amount of races as the current format, but it will include a pre final, (which I think most people would agree with) an increase of laps throughout the meeting, and still an opportunity for drivers who didn't qualify so well.

Committee's recommendation to the NKC:

Recommendation: Dealt with.

- Administration committee felt that the DPE items should have been put through a state as they were nothing to do with Technical issues or Industry items.

Meeting closed 11.30am Friday