

Australian Karting Association Inc

Steward Committee

AGENDA



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

Date: 5/6 June 2010

Time: 9am

Item 1 – AKATAS Steward Item 1
R 6.04 Warning (Not a Penalty)

Would like clarification/explanation of last sentence in the section-

2. Verbal warning

“A verbal warning is not recorded on the competitors ‘electronic licence page’ and does not appear on the Steward,s Report for the meeting.”

Reason:

This seems to be in contradiction of

4. “A steward may, if no complaint..... incident, verbally warn a person subject to these rules, and may make a notation to that effect on the person’s ‘electronic licence page’ of the AKA licence system.”

as one is saying the *verbal warning* is not recorded and the other is saying it may be recorded. Please explain.

Item 2 – AKATAS Steward Item 2
16.07 Wearing Safety Apparel:

Number the first sentence- i)

Then add

ii) If a driver is injured in an accident/incident the driver should leave all their apparel (including helmet) on, at least until medical assistance arrives and an assessment is made.

Reason:

This may be implied but is not stated in this rule.

Item 3 – AKASA Steward Item 1
Add to rule 19.22 Practice and/or Carby Session

- a) The Promoters (Club) must provide time for practice and/or a carby session for all competitors on their day of competition. **When circumstances permit, the Officials of the Meeting may permit practice / carby session and racing timetable to be segmented. E.g. At State and National Championships, practice / carby session and race timetable for the finals may be split to allow practice / carby session and racing for approximately ½ of the total classes, followed by practice / carby session and racing for the remainder of the classes.**

Reason:

To allow competitors to practice / carby session in more relevant conditions to their proposed race.

Item 4 – AKASA Steward Item 2

As per a recommendation from the National Karting Council, the last sentence in rule 6.02.2 is to be revisited and discussed by the National Officials Committee and then re-presented to the NKC.

Sentence currently reads;

When circumstances permit, revision of the finishing order of a race may also permit the reinstatement of unfairly disadvantaged competitors.

There are many and varied scenarios, both positive and negative, where this rule can be and should not be applied.

It is the duty of all AKA Licenced Officials to only use this rule “when circumstances permit” during the application of a penalty of revision of the finishing order of a race.

Item 5 – AKASA Steward Item 3

New rule 17.11(g)

All persons must hold a valid (Government issued) driver’s licence to drive a registered motor vehicle within the perimeter of any AKA licensed premises. The minimum penalty for a breach of this rule will be exclusion from the race meeting, 3 months kart licence suspension and possible further penalty.

Item 6 – AKASA Steward Item 4

After the debacle that has occurred as a result of the Clubman Super Heavy final from the National Championships, the following is a proposed re-write to rule 8.07.1 as per Mark Worsnop’s recommendation.

Rule currently reads;

8.07.1 A Tribunal Registrar may, for a good reason, accept an out of time Appeal providing it is hand delivered or posted by registered mail and received by the appropriate Tribunal Registrar within 72 hours out of time.

Proposed change to read;

“A Tribunal Registrar may only accept an out of time “Intention to Appeal or Notice of Appeal form” from a decision of a steward’s hearing, a decision of an Appeal Tribunal, a decision of a Disciplinary Tribunal or a decision of the AKAC, if the appellant provides in writing a ‘good reason’ why he/she was prevented from delivering the relevant forms within time, providing it is hand delivered or posted by registered mail and received by the appropriate Tribunal Registrar within 72 hours out of time, with the appropriate fee.

“In this clause, the expression ‘good reason’ refers only to some difficulty in the process of delivery and the Tribunal Registrar will not take into account any merits of the appellant’s proposed case.”

The reason for the extra wording is self explanatory.

Chapter 8 needs a complete overhaul to make it very clear and easy to follow. The contents appear to be okay, just needs to be re-organised to better reflect our procedures.

Item 7 – AKASA Steward Item 5
Proposed changes to rules 4.01(c) and (d)

- (c) All States shall be responsible to conduct training schools for Clerk of Course / Steward's and Scrutineers / Technical Inspectors annually. All AKA Licenced Officials must satisfactorily complete an Officials Training School, either "on line" or in person, prior to 30th June each year in order to retain their AKA Official's accreditation. Officials residing close to State borders may attend a training school in either state.
- (d) All State Karting Councils must appoint a State Officials Coordinator annually. State Officials Coordinators can officiate as a Clerk of Course / Steward in their own State.
- (e) State Karting Councils, at their discretion, may nominate additional official positions e.g. announcer, race controller and / or Clerk of Course Prosecutor to any race meetings. These positions must be included in the approved supplementary regulations for the race meeting.

Delete the proviso below;

Proviso:

Section 4.01(c) does not apply if pre-arranged schools were in place for Scrutineers and Stewards in regional areas to be satisfactorily completed by such Scrutineers and Stewards prior to the 30th Day of June of the year applicable to the current Karting Manual.

Item 8 – WA Steward Item 1

Chapter 15

Red Flag

That the use of the Red Flag be reviewed.

Reason:

At some circuits, drivers are not aware of the red flag situation until it is almost too late. Is there a means whereby the length and configuration of the track can demand that red flags are placed at intervals? Will the use of lights as flag points alleviate these issues?

Item 9 – WA Steward Item 2

Chapter 4

Rule 4.12

Add:

(k) A debrief must be held after all State & National Championships to thank all volunteers and hear any matters that are raised.

Item10 – WA Steward Item 3

Chapter 24

Remove the need to measure noise at all race meetings and rely on the fact that all approved engines (in conjunction with their appropriate exhaust systems) fall within the noise limits. As the Chief Scrutineer is a Judge of Fact, then the call to black flag a kart can be subjective rather than resorting to a complex method of measurement.

Reason:

Very rarely are the Noise Meters used anymore. They were not off good quality and using them to distinguish a noisy kart amongst a pack is near impossible.