

Australian Karting Association Inc

Steward Committee's

Recommendations to the NKC Meeting 21/22 August 2010



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.

OFFICIALS COMMITTEE RESPONSE

The current rule reads;

3. Written warning.

A written warning is given for an infringement that has not greatly advantaged or disadvantaged anybody, but is one the offender should have known better, and if a similar offence is repeated, it will result in a complaint.

A written warning cannot be given as a penalty as a result of a steward’s hearing.

A written warning is recorded on the competitors “electronic licence page” and does appear on the Steward’s report for the meeting.

4. A steward may, if no complaint has been made concerning an 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. The steward must first advise the person what offence the steward believes the person has committed and must give the person an opportunity to provide an explanation. If a complaint is subsequently made concerning the incident which resulted in the warning, a hearing must be held. If a stewards’ hearing is held, and the complaint proven, the notification of the warning on the person’s “electronic licence page” of the AKA Licence System may be cancelled. If the complaint is dismissed the notation on the person’s “electronic licence page” of the AKA Licence System must be cancelled.

The new version of the rule to read as below with changes in blue italic type;

3. Written warning.

A written warning is given for an infringement that has not greatly advantaged or disadvantaged anybody, but is one the offender should have known better, and if a similar offence is repeated, it will result in a complaint.

A steward may, if no complaint has been made concerning an 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. The steward must first advise the person what offence the steward believes the person has committed and must give the person an opportunity to provide an explanation. If a complaint is subsequently made concerning the incident which resulted in the warning, a hearing must be held. If a stewards’ hearing is held, and the complaint proven, the notification of the warning on the person’s “electronic licence page” of the AKA Licence System may be cancelled. If the complaint is dismissed the notation on the person’s “electronic licence page” of the AKA Licence System must be cancelled.

A written warning cannot be given as a penalty as a result of a steward’s hearing.

A written warning is recorded on the competitors “electronic licence page” and does appear on the Steward’s report for the meeting.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

The above rule 6.04.3 be adopted and 6.05 becomes 6.04.

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.

OFFICIALS COMMITTEE RESPONSE

All co-ordinators disagree with the addition of this proposed new rule.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

Leave rule 16.07 as it currently is.

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.

OFFICIALS COMMITTEE RESPONSE

Majority of co-ordinators agree with the above proposed rule addition and suggest that it be included into rule 19.22(a) to allow Race Day Officials more flexibility.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

The above section in red to be added to existing rule 19.22(a)

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, or should not be applied.

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

OFFICIALS COMMITTEE RESPONSE

The following scenario was offered as a positive reason why the above rule needs to be retained in the manual.

“Negotiating the final turn of a “final only counts” race, kart B made contact with the back of kart A, riding up onto the back of kart A and dislodging the muffler from the header pipe.

*Kart B slid back down onto the track and consequently spun out, causing it to DNF.
Kart A continued on another 50 metres and crossed the finish line in 1st place.
Kart C was about 50 metres behind in 3rd place prior to the incident, and finished 2nd because of the incident.*

When kart A returned to the in-grid, the Tech Inspectors deemed the kart to be non-compliant because it breached rule 25.09.2 (Exhaust gasses must all pass through the exhaust header pipe and the muffler and silencer (if mandatory) at all times.)

As per page 54 of the manual, a breach of rule 25.09.2 carries a suggested penalty of "Exclusion from that section of the event."

A complaint form was raised by the Stewards with relevance to the Tech Inspectors Report form and a hearing held.

The end result being that the hearing was dismissed due to the following reasons;

- 1. Kart A was unfairly disadvantaged, being struck from behind.*
- 2. Although Kart A was clearly in breach of rule 25.09.2, it was agreed that Kart A gained no advantage from the muffler being dislodged just prior to the finish of the event.*
- 3. Kart C was well behind and was not involved in the initial race for the line for 1st place.*
- 4. The driver of Kart B, when interviewed during the hearing, stated that the initial incident was caused by an "error of judgement" on his part and apologised to the driver of Kart A.*

With the use of the last statement in rule 6.02.2, situations like the above can be resolved fairly, with the backing of the AKA Manual.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

Majority of state co-ordinators agree that the statement should remain in the rule and also include the following explanation.

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

It is the duty of all AKA Licenced Stewards to only apply this rule "when circumstances permit", or 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.

OFFICIALS COMMITTEE RESPONSE

The practice of under-aged, non-licenced persons driving registered motor vehicles within AKA Licenced premises appears to be wide spread and must be stopped. The addition of this proposed new rule 17.11(g) will serve to eliminate this practice.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

Majority of co-ordinators agree that the proposed new rule above should be inserted as rule 17.11(g).

One co-ordinator suggested that the problem should be handled as a club issue.

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.

OFFICIALS COMMITTEE RESPONSE

All co-ordinators agree that this new wording must be included into the manual.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

The above explanation in red be included into rule 8.07.1 to clearly define the intention of the intention of the rule.

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. 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.

- (d) All State Karting Councils must appoint a State Officials Coordinator. 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.

OFFICIALS COMMITTEE RESPONSE

All co-ordinators agree with the re-wording of 4.01(c) and (d) above and the deletion of the existing proviso.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

Proposed changes above in red to be adopted and the existing proviso referring to rule 4.01(c) be deleted.

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?

OFFICIALS COMMITTEE RESPONSE

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

No further action. It is up to the individual clubs and track inspectors to control how, when, where and by whom red flags are located and used during a race meeting.

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.

OFFICIALS COMMITTEE RESPONSE

When circumstances allow, this procedure is already implemented at major meetings across Australia.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

No further action to be taken

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 of good quality and using them to distinguish a noisy kart amongst a pack is near impossible.

OFFICIALS COMMITTEE RESPONSE

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

No further action to be taken

ITEMS PRESENTED TO THE NKC.

Items 3, 5 and 7 above were presented to the NKC for approval and immediate implementation.

All three items were approved and given immediate implementation.

OFFICIALS CO-ORDINATORS DISCUSSION ITEMS

1. Discussion on the content and meaning of rule 15.10 (Yellow flag) with regard to competitors who are under caution and catch up to another competitor who is “off the track” or “moving slowly but partially disabled”.

Co-ordinators to go back to their states and have discussions with their officials, then liaise by email with the other state co-ordinators by 30th June.

2. There appears to be no job description for a State Officials Co-ordinator. National Officials Co-ordinator to write a job description and circulate to the State Co-ordinators for comment before being presented to the NKC for approval.

PROPOSED JOB DESCRIPTION FOR A STATE OFFICIALS CO-ORDINATOR

- Maintain a data base of all licensed Officials in their state.
 - Operate a roster system to allocate licensed officials to race meetings within the state.
 - Liaise with the National Officials Co-ordinator and other State Co-ordinators with regard to interpretation and upgrade of the AKA Manual to ensure a consistent interpretation of the rules.
 - Attend the annual Committee's Conference.
 - Organise Officials Training Schools annually for officials within their own state.
 - Attend all meetings as required of the State Karting Council
 - Receive and process applications for upgrade of officials and make recommendations of same to State Karting Council for approval.
 - Carry out the directions of the State Karting Council.
3. National Officials Co-ordinator to write a paper on "Officials Accreditation Procedures" for Licensed Officials and circulate to the State co-ordinators for comment before being presented to the NKC for approval.

OFFICIALS ACCREDITATION PROCEDURES

Level 1 or National Official

To retain a level 1 accreditation, licensed officials must continue to demonstrate their knowledge of the AKA manual and their ability to confidently and competently officiate race meetings.

Level 1 Officials may have their accreditation down graded if any of the following conditions are met;

1. fail to comply with the above conditions
2. fail to officiate at a race meeting for more than a two year period
3. fail to successfully complete an Officials Training School annually, either "online" or in person.

Level 2 or State Official

To retain a level 2 accreditation, licensed officials must continue to demonstrate their knowledge of the AKA manual and their ability to competently and confidently officiate at race meetings.

To upgrade to a level 1 or National Official, a level 2 Licensed Official must comply with the requirements set out in the relevant section of the Officials Handbook.

Level 2 Officials may have their accreditation down graded if any of the following conditions are met;

1. Failure to comply with the above conditions
2. Failure to officiate at a race meeting for more than a two year period
3. Fail to successfully complete an Officials Training School annually, either "online" or in person.

Level 3 or Club Official

To retain a level 3 accreditation, licensed officials must continue to demonstrate their ability to competently officiate at race meetings.

To upgrade to level 2 or State Official, a level 3 Licensed Official must comply with the requirements set out in the relevant section of the Officials Handbook.

Level 3 Officials may have their accreditation down graded if any of the following conditions are met;

1. Failure to comply with the above conditions
2. Failure to officiate at a race meeting for more than a 12 month period
3. Fail to successfully complete an Officials Training School annually, in person.

Level 4 or Trainee Official.

To gain a level 4 Trainee Officials License, a person must successfully complete an Officials Training School and officiate at race meetings under the guidance of a more qualified relevant official.

Level 4 Officials may have their accreditation cancelled if any of the following conditions are met;

1. Failure to comply with the above conditions
2. Failure to officiate at race meetings for more than a 12 month period
3. Fail to successfully complete an Officials Training School annually, in person.