



# OFFICIAL Contact

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As an AKA Official, you will be aware that, in recent years, the AKA has embarked on a program to improve education and communication.

Notwithstanding the fact our Officials are volunteers who give their time, enthusiasm, and efforts freely, our customers - the karters (and the world in general) are demanding increasing standards of "professionalism" and consistency.

The first phases of the AKA program have involved re-writing Officials' manuals and introduction of the annual Official's course and accreditation.

The next phase of our program will involve a periodical newsletter to keep

you informed of a variety of things which will assist you in your official duties.

In particular, we will be:

- Providing you with addendums as they are released, together with any relevant comment on their basis and effect they may have on you.
- Updating or highlighting any issues which affect Clerks of Course, Stewards and OLT Officers
- Providing some feedback and statistics from the Tribunals
- Answering any questions, and/or clarifying any

issues which Officials may choose raise.

In the course of the 12 months between training courses there are a myriad of rule changes (we had 52 addendums last year!!!)

That is a lot of change to take in, and anything we can do to make your AKA Official lives easier - we will.

We particularly want to find new ways to support our newer officials as they learn and gain experience in the various roles and duties available to them.

Send your questions, contributions or comments to:

administration@akansw.asn.au

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~ a job of many roles

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## The AKA NSW Officials Panel

Co-ordination, training and support for AKA Officials in NSW is managed through the **Officials Panel**.

They comprise the following people:

**Stewards Co-ordinator:**  
Judy Preen: 0417 427 956

**C of C Co-ordinator:**  
Steve King: 0413 484 750

**OLT / Safety Training / State Tribunal / Registrar:** Ron Harradine:  
0414 675 633

**Technical Advisor:**  
Trevor White: 6553 4224

If you have any questions these co-ordinators are always happy to advise,

*AND* - they usually answer the phone if you have that urgent question in the middle of race day!!

## Clerk of Course (a job of several roles)

*I decided to start helping out as an official just on two years ago. Since then I have acted as Clerk of Course on a number of occasions.*

*The manual is a great tool, but one of the things it did not tell me was the fact there are actually several roles within the one job. This I learned through watching, listening and learning.*

*If you have the luxury of several assistant Clerks of Course - the roles can be delegated. Otherwise - I find I need to slice my brain into three or four slices!*

### **Clerk Of Course**

*This role is to maintain the “big picture” overview of the meeting and how it is progressing. It is the General Manager role.*

*An important part of the role is to support the other roles, often by letting them get on with their job.*

### **Race Control**

*This role is responsible for managing and tracking everything that occurs within the circuit fence. This includes allowing classes to enter the circuit, overseeing retrieval of karts, maintaining a time log; calling blue flags;*

### **Contributed**

*and generally keeping the on-track area safe.*

*Often, when there is a shortage of Officials, Race Control often acts as Starter too.*

### **Prosecutor**

*The Prosecutor has the responsibility of investigating breaches of Rules, collecting evidence as necessary, raising Complaints, and then presenting the Clerk of Course’s case and evidence before the Stewards.*

*If there is only one of you to perform all these roles - you are in for a busy (but fulfilling) day!!*

## Tribunal News

Stewards usually use their best efforts to arrive at fair and just decisions in matters they hear.

The parties affected by our decisions do have a right of appeal, and sometimes they do.

It is most important that Stewards do not feel any sense of personal offence if an appeal is lodged against their decisions. It is simply the process at work.

Until now Stewards have usually only found out the results of the appeals by “word of mouth”.

In coming editions of *OFFICIAL Contact* we intend providing you with some statistics including the number of appeals heard, the number successful, and the number dismissed.

Sometimes appeals are successful because of an error in procedure in

the original Stewards Hearing - often referred to as “getting off on a technicality”.

We will report on any of these “technicality” issues that arise in order that our Stewards are better informed.

## The OLT - An important readiness test

Talk to any race day official and they will talk of occasions of the new P plater who gets lapped multiple times during a heat. Just recently we witnessed a youngster lapped 4 times in a 15 lap final. In the course of one roll-up lap he spun 5 times - and he was involved in 2 accidents in the course of the day! Did he get his signature? No.

Should he have been signed off for his OLT? Arguably too, the answer is

“No”.

We do not do any favours if we are too ready to simply sign someone off for their OLT.

Their confidence is shattered, the other competitors get very cranky (which can cause raceday management problems); and expensive damage can occur.

A number of clubs nowadays impose an objective standard of average

“reasonable” lap time for the class PLUS 10% as a minimum standard. This is then considered in conjunction with a subjective assessment of how comfortable/competent the driver is in controlling the kart.

And then there are FLAGS. If they don’t KNOW their FLAGS - please ask them to come back next month.

The OLT is important for everyone’s safety and enjoyment. It is NOT a “formality”

## *Did you know...*

that a “standard adult” weighs 78Kg? This is roughly equal to 2 bags of cement.

There are some parents of junior drivers who stand in the in-field area of the track with no thought of the consequences of being hit by a kart.

In addition to them suffering shattered ankles, the laws of physics dictate that after the legs are knocked out from under them, their bodies will fall.....***right onto the head and neck of the young driver!***

Surely these same parents would be horrified at the thought of someone throwing 2 bags of cement at their child’s head.

R17.12 requires the parents/crew to retire to a place of safety once racing commences. The only safe places are behind the flag marshal points.

Lets keep our youngsters safe.

**In 2008 we will be actively working to increase the number of AKA Officials.**

**One of the ways is to encourage people to “come and try”**

**Lets make them feel Welcome**

## *Maximum Penalty*

In 2007 the NKC increased the penalties available to race day officials.

Obviously consideration of the penalty to apply is dependent on the circumstances and severity of the offence.

At the 2007 NSW State Championships a person found guilty of intimidation of officials was penalised by:

- ▶ Exclusion from the Meeting
- ▶ 6 months license suspension
- ▶ \$1,000 fine

No appeal was lodged.

## *...on a lighter note.....*

There was this old guy who rode his pushbike to his brothers place every weekend. It took him 2 hours for the trip. One day he tried to do it in 1 hour. He collapsed on the roadside exhausted. While sitting there a Corvette pulls up and asked him if he wanted a lift. “But how?” the old guy said. “You have a passenger and there are only two seats”. “That’s ok. We’ll tie a rope from the bumper to your bike and I’ll tow you”. “Ok” the old guy said.

So they take off and the driver yells back and says. “If I’m going too fast just yell “BEEP BEEP” “No problem” the old fella thinks. They come to an intersection and a Ferrari pulls up along side - the old guys eyes widen in fright.

Sure enough the lights change green and THEY’RE OFF!. Anyway the old guy gets to his brothers place on time.

Meanwhile, at the local police station....

“Hey guys, the weirdest thing just happened just to me. A Ferrari and a Corvette just passed me doing 200klm an hour on main street”.

“So what’s weird about that?” the other cop says.

“Well there was this old guy on a bike yelling “BEEP BEEP” and trying to pass them.

*Until next issue..... Thanks for your efforts. They do make a difference.*