

Australian Karting Association Inc

Administration Committee

MINUTES



Venue: Crowne Plaza, 32 Mitchell Street, Darwin, NT

Date: 27/28 June 2009

Time: 9am

Item 1 – WA Item 1

Chapter 11

New Rule 11.07(d)

Any new rule in the rulebook cannot be applied to a competitor for a period of 2 weeks after postage by the club secretary.

Reason: With the rulebook being released so late at the start of this year, we had a situation where some competitors were being picked on certain issues at a time when they hadn't even been issued with a rulebook.

Withdrawn

But with a recommendation by the admin committee that the NKC hold a meeting should it be required no later than the end of October in order to have the following years manual changes to the printer by the 1st week in December.

Carried

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Item 2 - TAS Item 8

Rules 1 to 53.06 AKA 2009 Karting Manual

Consider options available to re-write entire manual with a view to simplifying all the rules.

Reason:

The current rules allow differing interpretations. Some rules are also difficult to clarify against similar rules discussing the same 'concept' and some rules do not refer to other rules dealing with the same issue – for example, Rule 15.19 and Rule 18.11, Rules 19.11 to 19.12 do not refer to Chapter 12, etc.

Agree in principal – however it is hard to action

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Item 3 – TAS Item 11

Chapter 23 Tyres

Consider removal of wet weather tyres in National classes (J) for a trial period of time.

Reason:

As the J class is considered a 'beginner' class and suiting the 'budget racer' the cost of wet weather tyres cannot be justified.

Anecdotal evidence in Tasmania suggests many competitors are declining to purchase wet weather tyres as they cannot justify spending the amount required to purchase them. Many can afford the cost, but view the expenditure as unjustified when compared to other purchases – for example, a set of tyres for the family car. The longevity and environmental issues of the tyres are also a concern.

Safety and duty of care is maximised when running karts on a wet surface with slicks because the speed of the karts is greatly reduced and all competitors are on a level playing field with driving skill playing a more important role.

Administration referred to NKC

Item 4 – VIC Item3

Rule 1.07(h) **Compete.** A competitor is deemed to have competed if they have participated in competition.

This definition needs to be altered to read;

A competitor is deemed to have competed in a section of an event if they have exited the out grid under direction from the grid marshal and preceded past the baulk line under their own motive power, for a competition. Refer rule 1.07(i)

This is to be referred to item 14 as well.

Carried and also to refer to rule 1.07qq as well.

Item 5 – VIC Item 4

Page 52 **Exclusion**

A pre-amble needs to be inserted here to clearly explain the ramifications of an exclusion;

For the purposes of lap scoring / recording, when a competitor is excluded from a section of an event, an event, or a meeting, their relevant placing / points entitlement will be assumed by the relevant succeeding competitor with all subsequent placings / points adjusted accordingly.

Carried

Item 6 – VIC Item 5

Rule 23.11 add

Any tyre bar codes that have been intentionally de faced may incur a penalty.

Suggested penalty – exclusion from meeting

Reason:

Competitors are writing on the codes of the tyres, the codes could become un readable by the scanners.

Carried

Item 7 – National Officials Coordinator Item 1

Proposed new rule;

4.01(e);

State Karting Councils, at their discretion, may nominate additional official positions e.g. announcer, race controller and/or c of c prosecutor to any race meetings. These positions must be included in the approved supplementary regulations for the race meeting.

Carried

Item 8 – National Officials Coordinator Item 2

Rule 20.09(a);

For timed qualifying, the electronic equipment shall be the minimum standard of the **AMB Trans X 160** transponder system with infra red backup.

Rule 20.09(b);

For lap-scoring recording, the minimum standard is to be the **AMB Trans X 160** transponder system with manual lap- scoring as a backup.

Carried – admin tidy up refer to item 19 for approved wording.

Item 9 – National Officials Coordinator Item 3

Proposed changes to rule 18.04 to separate the minimum track lengths for each discipline (dirt and bitumen) and to reflect a more suitable track density for the status of the race meeting.

18.04 Circuit Grading Criteria

GRADE	EVENT STATUS	CRITERIA
International	CIK/FIA International Events	Refer CIK/FIA Homologation Regulations
A	National Sprint Championships	Circuits to be a minimum length of 750 metres and a minimum width of 7 meters. Refer also to National Championships Organisers Manual.
B	State Open Sprint Championships (Bitumen)	Circuits to be a minimum length of 750 metres and a minimum width of 7 metres.
C	State Closed Sprint Championships (Bitumen)	Circuits to be a minimum length of 500 metres and a minimum width of 7 metres.
D	National and State Dirt Track Championships	Circuits to be a minimum length of 350 metres and a minimum width of 7 metres.
E	Any Open or Closed (non-championship) Race Meetings	Circuits to be a minimum length of 350 metres and a minimum width of 7 metres.

Refer to Track committee

Recommendation:

That the National championships should be held on a longer track than the State Championships.

E – Should this be 6 meters? Not 7 as listed???

Item 10 – National Officials Coordinator Item 4

Rule 13.21.2(a) rookies.

2. Rookies:

- (a) A Rookie driver may elect to move to Junior division at age 12 or anytime between their thirteenth (13) birthday at the end of the calendar year.

This rule needs to be changed to reflect what is actually meant.

- (a) A Rookie driver may elect to move to Junior division at age 12 **or at any time until the end of the calendar year of their thirteenth (13) birthday.**

Carried – admin tidy up

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Item 11 – National Officials Coordinator Item 5

The following wording in red needs to be added to these rules to reflect the intentions of the recent addition to rule 8.07.

8.34 Constitution

- a) The AKAC is a duly constituted body that is independent of the AKA and specifically charged with hearing Appeals arising from decisions of an Appeal Tribunal **or a Stewards Hearing from a State or National Championship.**
- b) Any body, official or person affected by any decision of an Appeals Tribunal **or a Stewards Hearing from a State or National Championship** may appeal to the AKAC.
- c) A State Karting Council or the AKA Secretariat or the National Karting Council (NKC), may appeal to the AKAC if it is satisfied that the Appeal should be brought in the best interests of karting.

Carried – Motion above but with the following Recommendation:

That 8.07 (wording in red in current manual) be reworded to forward documents to the AKA National tribunal registrar and include the email address. Add a new box to include this that reference a state and National championships.

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Item 12 – National Officials Coordinator Item 6

With the introduction of the AKA Race Management System and Magnetic Stripe Licence Card, current rule 13.10 needs to be re-worded to reflect the new process and procedure. As Log Books are no longer issued and competitors scrutineer their own karts and apparel, all reference to log books and scrutineering needs to be removed.

13.10 Log Book:

A Log Book/**licence card** will be issued to each competitor, as part of the initial licence with follow up Log Books issued as and when required. The Log Book/licence must be handed to Scrutineers at each race meeting for the detailing of faults (if any) of kart, protective clothing, etc. This is a checklist for the next meeting's Scrutineers to ensure that prior faults have been rectified.

Re-word to read;

13.10 Licence Card:

A plastic, photo identikit, magnetic stripe swipe card will be issued to each competitor as part of their initial licence. The magnetic stripe simply contains the relevant AKA information and some personal information to identify the competitor. These cards will be used in conjunction with the AKA Race Management System for identification, recording, entry and / or confirmation of entry at race meetings.

Carried

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Item 13 – National Officials Coordinator Item 7

Alterations to Ambulance and First Aid references in Drivers Index of current AKA Manual.. Current rule 18.16 should make reference to rule **3.25**, not 3.30. Drivers Index, page 370, Ambulance, delete 3.22, 3.31, 3.32 and replace with 3.26, 3.27 to read **3.26, 3.27, 18.16**. Drivers Index, page 373, First Aid, delete 3.30/31/32 and replace with 3.25 to read **3.25, 18.16**.

Carried

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Item 14 – National Officials Coordinator Item 8

Rule 1.07(h) Compete.

A competitor is deemed to have competed if they have participated in competition.

Alter to read;

A competitor is deemed to have competed in a section of an event if they have exited the out grid under direction from the grid marshal and proceeded past the baulk line under their own motive power, for a competition. Refer rule 1.07(i)

Refer item 4 recommendation.

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Item 15 – National Officials Coordinator Item 9

Page 52. Exclusion.

Add pre-amble;

For the purposes of lap scoring / recording, when a competitor is excluded from a section of an event, an event, or a meeting, their relevant placing / points entitlement will be assumed by the relevant succeeding competitor with all subsequent placings / points adjusted accordingly.

Refer item 5 recommendation

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Item 16 – National Officials Coordinator Item 10

Rule 11.09.2 relates to the postponement of a meeting and reads;

2. Postponement

(the meeting or competition cannot begin or be completed on the proposed date)

In the case of a postponement for more than 24 hours, entry fees shall be returned, unless the entrant states his/her intention of competing in a postponed competition.

Only the Stewards of the Meeting have the authority to order postponement and they may only do so for reasons of safety or force majeure*. (Refer Rule 4.09 (k)

In light of what happened with the Victorian Open Championship earlier this year, is this rule sufficient or does it need to have more detail for a postponement of more than one month????

Recommendation:

Postponement

(the meeting or competition cannot begin or be completed on the proposed date)

In the case of a postponement for more than 24 hours, entry fees shall be returned, on a written request (ie email / fax) by the entrant within 14 days from the postponement. If this has not been received the entrant will be re entered into the re scheduled event. State Karting Councils/Australian Karting Association/Club and stewards of the Meeting have the authority to order postponement and they may only do so for reasons of safety or force majeure*. (Refer Rule 4.09 (k))

Carried

Item 17 – National Officials Coordinator Item 11

Rule 6.24 currently states; **WARNING (NOT A PENALTY)**

6.23 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 in the person's **log book**. 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 in the **log book** may be cancelled. If the complaint is dismissed the notation in the **logbook** must be cancelled.

6.24 A person who has three or more warnings recorded in the **log book** in a 12 month period will be required to show cause to a Disciplinary Tribunal why that person should not be penalised. A Tribunal must deal with the matter as a matter of penalty only, and must accept that the person has committed the offences which were the subject of the warnings.

As the log book is now being phased out, we need to re-write these rules to better reflect how and where these warnings will be recorded and what procedure will be adopted after the third written warning is received.

Alter to read;

6.23 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 Entrant Details 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 Entrant Details page of the AKA Licence**

System may be cancelled. If the complaint is dismissed the notation **on the person's Entrant Details page of the AKA Licence System** must be cancelled.

6.24 A person who has three or more warnings recorded **on the person's Entrant Details page of the AKA Licence System** in a 12 month period will be required to show cause to a Disciplinary Tribunal why that person should not be penalised. A Tribunal must deal with the matter as a matter of penalty only, and must accept that the person has committed the offences which were the subject of the warnings.

Carried

Item 18 – National Officials Coordinator Item 12

What is a coordinators role??????

Refer to AKA Manual administration procedure. They are purely to coordinate any ideas/rule changes etc his committee wishes to put forward to those that are required to approve them.

Carried

Item 19 – SA Item 2

- 20.09 Timing and Lap Scoring recording system at National and State Bitumen Championships
- (a) for qualifying the electronic equipment must be a minimum standard of the AMB 400 transponder system with infra red backup
 - (b) for lap-scoring recording, the minimum standard is to be the AMB 400 transponder system with manual lap-scoring backup.

Amend to

- 20.10 Timing and Lap Scoring recording system at National and State Bitumen Championships
- (c) for qualifying the electronic equipment must be a minimum standard of the AMB **Trans x** transponder system with infra red backup
 - (d) for lap-scoring recording, the minimum standard is to be the AMB **Trans X** transponder system with manual lap-scoring backup.

Reason:

Change to be in line with the new timing system.

Carried – this wording to be used as recommendation from item 8

Item 20 – QLD Item 1

Rule 6.14.

Add the following:- The automatic suspension is in addition to any time/fine penalty handed down in original decision.

Reason:

If time penalty is, for example, 3 months, and the fine is not paid until 4 -6 weeks from date of infringement, there is no penalty for not paying fine in required time, as it is within the 3 months timeframe.

Lost – felt that it is already addressed in the manual

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Item 21 – QLD Item 2

Rule 1.07 (z)

Add the following: Any dispute in racing numbers shall be settled by the Chief Steward whose decision shall be final.

Reason:

To eliminate the problem that can occur between two drivers in the same class using the same number. This would then also cover disputes about advertising, shape of numerals, two or more drivers from another Club, etc.

Lost – felt that it is already addressed in the Manual and at times the numbers have to be sorted before the race meeting i.e pre entered race meeting

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Item 22 – QLD Item 3

Put a clause in the Manual:

This rule book with addendums is to continue to be used until replaced by forthcoming rule book,

Or... extend the rule book to February, or have rule book come out in December of each year.

Reason:

Every year there are problems with new rules being implemented, but no rule book for Officials to refer to. Something needs to be done to overcome this situation.

Refer to item 1

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Item 23 – QLD Item 4

Rule 19.28. Racing number.

In the event of two karts with the same number competing in any one Class at any event where numbers are not allocated by Organisers, the home driver will be issued with a special number by the organisers.

Change to be same as Speedway Karts

Rule 48.09. 3

In the event of two karts with the same number entering in any one class at any event where numbers are not allocated by the Promoter, the visiting driver will be issued with a special number by the Promoter.

Reasons:

a. When a karter joins a club they can hold an AKA License and maybe get to practice cheaper at their home track than a non member. They maybe get a club newsletter and earn the right to help the club run race days and to attend working bees. That's generally it. When a kart comes to their home track with the same number they have to then give up their number to the visiting driver.

b. At larger meetings if there are more than 2 karts with the same number, in the same class, the home driver gives away his number and then the arguing generally starts between the 2 or more remaining visiting drivers. If the home driver kept his number,(members of one club generally have sorted out there numbers so none clash) the other drivers could then be given allocated numbers and problem would be solved.

Lost

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Item 24 – QLD Item 5

What do we do with the way Sup Regs are being done, as against the way the Sup Regs will need to be done with the AKA Race Management Program System.

Reason:

Qld puts more info in their SR's than the AKA Race Management Program allows. Will a second set of SR's still have to be forwarded by the Clubs to cover all aspects of a meeting's requirements?

This is work in progress with the smart card system.

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