

CHAPTER 11 - COMPETITIONS GENERAL

11.01 **Promotions:**

Kart competitions will be organised in Australia by the AKA AS THE DELEGATED BODY or, by other promoters approved by the NKC.

11.02 **Announcement:**

All supplementary regulations, programmes and entry forms for all Kart competitions shall bear conspicuously the announcement: -

"Held under the International Sporting Code of the FIA, and the General Karting Regulations of the AKA".

11.03 **Necessary Permission and Approval:**

No competition shall be held under these rules unless the AKA or the SKC has signified its approval by granting an Organising Permit, with or without a Permit Fee, or the competition is of a kind in respect of which the AKA or SKC may attach conditions to the grant of a Permit or decline to grant or may withdraw a Permit without stating a reason.

Every application for an organising permit shall be made out on the official form and shall be accompanied by the required fee. It must be lodged with the Secretary of a SKC of the AKA at least one month (sixty days for temporary circuit events) before the proposed meeting.

It must also state: -

- (i) The name and address of the Applicant
- (ii) The body on whose behalf the application is made
- (iii) The details of the events and prizes and names of officials, and
- (iv) The date and place of the proposed meeting.

11.04 **Track Licence**

Should be maintained in a legible condition. See Rule 18.03

11.05 **Fees:**

The scale of fees payable shall be such as are determined from time to time as detailed in Chapter 2. - Fees.

11.06 **Insurance:**

Organisers, officials, entrants or drivers shall comply without exception with such requirements regarding insurance as may be decided by the NKC from time to time, and shall upon demand pay the relevant premiums therefore without delay.

11.07 **Acquaintance With and Submission to Rules:**

Every person, body or group of persons organising a competition or taking part therein, or applying for an organising permit, or applying for a licence from the NKC, or entering for a competition, or accepting any official position in the AKA, or to any judicial tribunal set up under these rules, or applying for affiliation or association with the AKA will be deemed to have and recognise that they have:

- (a) Made themselves acquainted with these Rules, and
- (b) Submitted themselves without reserve to the consequences resulting from these Rules and any subsequent alteration thereof, and
- (c) Renounced, under pain of disqualification the right to have recourse, without the written consent of the NKC or Tribunal not provided for in these Rules.

11.08 **UNAUTHORISED Competitions:**

The organisation or holding of any competition otherwise than in accordance with these Rules shall render every person connected therewith or taking part therein, whether as Promoters, Organisers, Organising Committee, Competitor, Driver, Official, or otherwise, liable to the consequences and penalties provided by these Rules. If such competition is included in a meeting for which an organising permit has been granted, the permit shall be null and void, and the Promoters shall return to the entrants all entry fees received from any competitor at such meeting.

Every person connected with the holding of any karting competition other than in accordance with these rules, acknowledges that the effect of these rules is to restrict the ability of the person to compete or participate in, promote, organise or otherwise hold or provide services at an authorised competition.

11.09 **Postponement, Abandonment or Cancellation of a Competition:**

A meeting or competition forming part of a meeting shall not be postponed, abandoned or cancelled, unless:

- (a) Provision for doing so is made in the Supplementary Regulations, and/or
- (b) The Stewards of the Meeting have ordered a postponement for reasons of safety or "*force majeure*". (Refer Rule 4.09 (k).)

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

* "*Force majeure*" is "Circumstances over which the organisers have no control and which involve the impossibility of the completion of the contest."

11.10 **Distribution of Prizes:**

- (a) The distribution of prizes must not commence until one hour after the completion of events in that Class.
- (b) A prize must not be distributed if the decision on a Complaint might affect it, until the Complaint is dealt with and
 - (i) any appeal is finalised or
 - (ii) the time for appeal has expired without any notice of appeal having been lodged.
- (c) Any list of results and prizes published prior to the expiration of time for the lodgement of complaint, or affected by an uncompleted Complaint or Appeal must be stated to be provisional.

CHAPTER 12 - SCRUTINEERING & TECHNICAL INSPECTION

The purpose of scrutineering is to ensure that a kart which or a driver who is competing or has competed in an event or section of an event has complied with the technical requirements of the competition regulations in relation to that event.

The technical requirements are found in the General formula, the Class formula, and in specific chapters concerned with particular subjects (eg. tyres, fuel, etc).

12.01 Scrutineering:

- (a) All karts entered in any competition must be scrutineered before being permitted to take part in any practice, time trial, qualifying or race.
- (b) The purpose of scrutineering is:
 1. to ensure that any requirements specified in relation to
 - (i) fuel
 - (ii) type of tyres
 - (iii) tyre treatment
 - (iv) noise suppression equipment and
 - (v) apparel and
 - (vi) engine sealing nuts, appear to be complied with.
 2. to be satisfied that the driver complies with the age, type of licence, and weight requirements for that event
 3. to be satisfied that the driver and/or pitcrew has
 - (i) carried out an inspection and
 - (ii) prepared and signed the AKA scrutineering report form and
 - (iii) presented a kart that appears to comply with the formula.
- (c) It is not a defence to a complaint resulting from inspection after an event that the kart and driver passed scrutineering.
- (d) If the stewards decide on the Chief Scrutineer's Report that a driver or kart should be excluded from any event or section of an event on safety grounds a driver cannot lodge a complaint or appeal on that decision.
- (e) A kart which has not passed scrutineering on the decision of the scrutineer or the stewards cannot take part in the event or section of the event to which the decision relates.

12.02 Inspection:

- (a) A kart or a driver may be inspected at any time before, during or after competition.
- (b) If a kart or apparel is not submitted for inspection when requested at any time by the Clerk of the Course, engine measurer, fuel examiner, tyre examiner or noise examiner, the kart and the driver are automatically excluded from the meeting and forfeit all placings or points already gained at that meeting.

12.03

- (a) The Official requesting the inspection may mark any engine part, accessory or apparel and require it to be presented, as directed, at the end of the meeting for further inspection and testing by a person of authority, approved by the AKA Secretariat.
- (b) The item when presented at the end of the meeting must be tagged for identification, then bagged and sealed, and a receipt given to the person presenting it.
- (c) Unless a complaint is made in respect of the item, or the AKA secretariat specifically directs in a particular case, the item must be returned to the person presenting it within twenty one (21) days.

CHAPTER 13 - COMPETITION DRIVER LICENCES

13.01 **Competition licences:**

In order to qualify as a competitor or as a driver, any person must, except as herein after provided, be the holder of either a licence issued on the authority of the AKA or a licence recognised by the AKA.

1. Notwithstanding anything in these rules the NKC may, in writing, waive the necessity for competitors or drivers to hold a licence under these Rules in order to be eligible to take part in a particular competition.
2. The AKA may also grant a general waiver in respect of competitors or drivers in Closed Competitions (other than race meetings) subject to such conditions as it may from time to time announce.

13.02 **Recognised Licences:**

1. The CIK licences for International Junior and International Senior are recognised. Refer Rule 13.22 ref classes.
 - a) Applications for an **International** licence are subject to CIK regulations only. Drivers should apply to their State Secretary for information regarding an International licence.
2. The AKA currently issue Licences for the following Divisions:
 - a) Minikart / Midget
 - b) Rookies
 - c) Juniors
 - d) Seniors
 - e) International (under the direction of CIK Rules)
3. Applications for an AKA licence shall be as directed by the AKA.

13.03 **New Licence:**

- (a) A person who has never held an AKA licence, or who has not competed in an AKA event in the last three (3) years, shall apply to the State Secretary for the issue of a Provisional Licence.
- (b) The new driver levy will remain as \$10, however the AKA fees for a licence to be reduced by 25% after September 1st for new / first time karters only.
- (c) All competition licences are on a calendar basis and will be due for renewal on 1st January

13.04 **Application For Licence:**

The application must be on the form approved by the AKA and endorsed by the Secretary of the affiliated Club of which the applicant is a current financial member.

- 1 The application must be accompanied by a current passport-type photograph and the relevant fee.
- 2 A person applying for the issue of a new licence, or renewal of an existing licence must be a member of an affiliated Club.
 - (a) in the State in which that person is either on the Electoral Roll, or
 - (b) can prove to the reasonable satisfaction of the State Secretary that the person has resided in that State for the last three (3) months; or,
 - (c) can prove to the reasonable satisfaction of the State Secretary that the person resides within a 100 km zone when affiliated clubs are on or close to a State Boundary.
- 3 a person may only hold one (1) AKA licence.

- 4 Persons under eighteen years of age are to produce a birth certificate to the State Secretary before the issue of initial licence.
- 5 Persons over 55 years of age must supply with their licence renewal application a copy of a current motorsport medical certificate. From 2002, persons over 50 years of age must supply with their licence renewal application a copy of a current motorsport medical certificate.

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 Provisional Licence.

13.06 **Licence issue:**

- 1 The State Secretary / Licensing Officer, if satisfied that the particulars stated in the application are correct and satisfy the requirements, will issue a licence.
- 2 State Councils may adopt the issue of a temporary licence (AKA form 8), which is issued by Club Secretaries when satisfied that the particulars stated in the application appear correct and satisfy the requirements.
The temporary licence receipt will be regarded as a licence / log book until its expiry and must be retained and then attached to AKA licence / log book issued by the State Secretary / Licensing Officer.

13.07 **AKA shall be entitled to grant licences to:**

- (a) A subject of any territory being part of the territory of the AKA
- (b) A National of any other Country represented on the FIA after receiving authority from the ASN of that country to do so.
- (c) A National of a Country not represented on the FIA provided the FIA is first informed and makes no objection to the granting of such licence.

13.08 **Assumed Name:**

If a licence is required in an assumed name, special application shall be made to the AKA which may, if it thinks fit, issue a licence in such name. A person granted a licence in an assumed name shall not, so long as he holds a licence in that name, take part in any competition except under the name shown on such licence.

13.09 **Period of Competition Licence:**

Competition Licences shall be valid from the date of issue to the end of the current calendar year, unless previously surrendered or withdrawn.

13.10 **Log Book:**

A Log Book 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.

13.11 **False or Misleading Information:**

The making of false statements on the forms of application for a licence or the wilful omission from such form of any information, which, if known to the AKA, might cause it to refuse such licence, shall be deemed an offence under these Rules, and shall render the licence, if issued, null and void.

13.12 **Disabled Drivers:**

1. The State Karting Council, with the approval of the Secretariat, may require the driver

suffering from a disability to use a kart which has been modified in a manner authorised in writing by the Secretariat. The driver's licence must be so endorsed.

2. A driver suffering from a disability must produce on request a copy of the authorisation to use the modified kart.
3. Notwithstanding any other provision of the regulation, a kart so modified may only be driven by the nominated driver in an event for its class.

13.13 **Refusal/Withdrawal of Licence:**

1. The AKA may refuse to issue or withdraw a licence without stating any reason for such refusal or withdrawal. In the case of an application for a licence coming within Rule 13.07(c) such refusal shall be notified to the FIA.
2. The Secretary may refuse to issue a licence if the fact becomes known that the applicant may suffer from a medical condition which could effect the applicant's control of the kart. In this case, the Secretary must advise the applicant that a licence will not be issued unless the applicant consents to a medical examination by a qualified doctor nominated by the State Secretary, and the doctor reports that the condition will not in his opinion affect the applicant's ability to control a kart.
A medical examination conducted by a doctor nominated by the State Secretary shall be paid for by the State Karting Council.
3. If the Stewards of a Meeting, or the State Secretary, believe a driver suffers from a medical condition which renders the member incapable of driving safely at all times, the Stewards of a Meeting or the State Secretary, as the case may be, may advise the driver that he/she may not drive on a course controlled by the State Karting Council unless the driver is fit to drive in competition.
4. No driver who is suffering from any disability, permanent, temporary or recurrent, which may prejudicially affect the control of a kart shall take part in any event save as outlined in Rule 13.12. Any driver who has had an illness or injury which may affect the ability to drive a kart safely, must report it to the State Secretary.

13.14 **Loss of Licence or Being Unable to Produce Licence When Requested:**

1. All competitors must show their licence at scrutineering and to the Stewards or officials when requested to do so. The Stewards of the Meeting may, at their sole discretion, enable a competitor to race without production of their relevant licence; subject to them being satisfied the competitor is the holder of a current AKA or recognised licence, as verified by either licensed fellow competitors who are prepared to vouch for them or Club Officials who can verify that the person has a licence.
The competitor will only be allowed to compete if a bond of \$100.00 is lodged with stewards and a signed declaration is made stating details of warnings endorsed in licence.
If upon production of the missing licence to the organizing secretary within seven (7) days.
 - a) details are confirmed then \$80.00 of this fee will be refunded and the remaining \$20.00 is forwarded to State Council.
 - b) it is obvious that the driver competed without being duly licence or has not produced details of warnings then the driver will be charged of the rule 5.01(g) and /or 5.01(i)

13.15 **Responsibility of Entrant, Driver or Other:**

The entrant shall be responsible for all acts or omissions on the part of the driver, mechanic, pit crew, service crew or any third party to whom his entry may be attributed, but each of these shall also himself be responsible for any infraction for the code, these rules, any supplementary regulations or instruction to drivers. Refer also to R 1.05.

13.16 Age Divisions:

All **AKA** licences are issued in one of four different divisions that are age related and or experience related. All New licences are issued as either:

1. Midgets / Minikart: for persons aged from their seventh (7) birthday until their eleventh (11) birthday.
2. Rookies: for persons aged from the calendar year of their tenth (10) birthday until their twelfth (12) birthday.
3. Juniors: for persons aged from their twelfth (12) birthday until their sixteenth (16) birthday.
4. Seniors: for persons aged sixteen (16) and over.

13.17 Age Overlaps:

Due to some overlap and with the availability of options to either remain in same division or to advance to the next division by meeting time and experience criteria, it is possible for the following age mixes to occur:

1. Midgets / Minikart: Age 7 until end of year turning 11
2. Rookies: Age 9 until end of year turning 13
3. Juniors: Age 11 until end of year turning 16
4. Seniors: Age 15 onward

NOTE: Restrictions may apply refer to Rule 13.21.

13.18 Licence Grades

Within each of the four age divisions there are different grades of AKA licences with the following characteristics

1. (AKA) Practice Licence

- a) These are available to members for recreational karting. It is the minimum recommended licence for persons using a kart on a licenced circuit.
- b) Practice licence holders are not permitted to take part in competition.
- c) A Practice licence may be upgraded to provisional C grade by appropriate application and fee.

2. (AKA) Provisional C Grade Licence

- a) All new applications for a racing licence will be issued as provisional C grade licence.
- b) Prior to competing at their first meeting, a Provisional Licence holder
 - (i) must answer the Flag Questionnaire to the satisfaction of the Stewards or the OLT Official.
 - (ii) is required where practical to satisfactorily complete and pass an Observed Licence Test (OLT), and that the licence/log book have a page for OLT endorsement – this would show the date, venue, signature and passed/ failed of the OLT attended.
 - (iii) must ensure that their licence is endorsed when they have satisfactorily completed either parts (i) or (ii) of this regulation.
- c) Provisional licence holders must start at the rear of the field in all events.
- d) They are not eligible to compete at:
 - (i) State Championships, or
 - (ii) National Championships, or
 - (iii) temporary or street circuits
- e) Provisional Licence holders must clearly display a regulation “P” plate on the front and rear of any kart they are driving.
- f) All provisional drivers must present their licence to the Clerk of Course immediately following the drivers briefing for observation during competition.

3. **(AKA) C Grade Licence.**

- (a) To qualify for a C Grade Licence
 - (i) a person must satisfactorily compete at three meetings as a Provisional driver and have their licence endorsed and
 - (ii) Junior and Senior drivers must officiate as a flag marshal under supervision at one race meeting
 - (iii) Flag Marshall duties are not applicable to drivers under the 17 years of age in NSW, and drivers under 14 years of age in other states, but 4 signatures will apply.

Note: These requirements (i) and (ii) may be done in any order).

- (b) C grade licence holders are not eligible to compete at either:
 - (i) National Bitumen Championships, or
 - (ii) temporary or street circuits
- (c) C Grade licence holders cannot compete in the following classes:
200 Super, 200 Clubman, Formula 100, Sportsman, Piston Port, Inter C 125 and 125 Gearbox, Junior Piston Port, Junior Clubman, Junior ReSa.

4. **(AKA) B Grade Licence.**

- (a) To qualify for a B grade licence a driver shall have his full C Grade licence endorsed at 10 race meetings as having competed satisfactorily. Endorsements shall be obtained at 3 venues. "P" plate signatures are not to be included in this ten. Dispensation on the 3 venues may be granted for dirt and speedway karters.
- (b) Midget B grade licence holders moving to Rookies retain their B grade status.
- (c) Rookie B grade licence holders moving to Juniors retain their B grade status.
- (d) Junior B grade licence holders moving to Seniors retain their B grade status.

5. **(AKA) A Grade Licence.**

- (a) Available only to AKA Junior and Senior drivers who hold a B grade licence.
- (b) To qualify for an A grade licence

Junior drivers

- (i) by finishing either First, Second or Third at a National Championship (Bitumen) in any junior class - automatic.
- (ii) by finishing either First, Second or Third at a State Championship (Bitumen) in any junior class - may apply to SKC.

Senior drivers

- (iii) by finishing either First, Second or Third at a National Championship (Bitumen) in any championship class contested - automatic.
- (iv) by finishing either First, Second or Third at a State Championship (Bitumen) in any championship class - may apply to SKC.
- (c) Junior and Senior Drivers who do not meet these qualifications may apply to the NKC through their State Body for consideration to be upgraded to an A grade licence.
- (d) Junior A grade licence holders moving to Seniors retain their A grade status.

13.19 **Licence Grading Administration:**

Once the conditions to change a licence grade have been met by the competitor, and the competitor submits the licence and request, the State Licensing Officer will endorse the licence to indicate these requirements have been met and upgrade licence.

Note: Upgrade encompasses both grade changes (eg. C to B) and division changes (eg midget to rookie)

1. Drivers eligible for upgrade from National or State Championship results must forward their licence to their State Secretary within twenty one days of confirmation of the championship results.
2. Licences may also be upgraded by State Karting Councils under special circumstances, ie. previous motor sport experience.
3. Licences may also be upgraded by the NKC as detailed at Rule 13.18.5 (c) or 13.21.3 (c).
4. A licence holder may have his licence down graded by the State Karting Council or AKA following a Steward's Report.

13.20 Licence Divisions: Track Use Restrictions

The following limitations apply

- (a) Rookies and Midgets / Minikart are permitted to practice and race together.
- (b) Rookies and Midgets / Minikart are not permitted to practice or race with Junior or Seniors at any time.
- (c) Juniors are **not permitted** to practice or race with Rookies, Midgets or Seniors at any time.
- (d) All age groups are only allowed to practice in equipment that they are eligible to race.

13.21 Licence Qualifications, Restrictions and Options

Whenever an option to upgrade is taken under Rules 13.21 and 13.22, the licence must be forwarded to the State Secretary, as per licence administration.

1. Midget / Minikart:

- (a) Grade B licence holders may elect to move to Rookies at any time in the calendar year of their 10th birthday or any time after.
- (b) They cannot advance directly to Junior Division.
- (c) Any Midget / Minikart driver may elect to move to Rookies at age 11 or at any time between their eleventh (11) birthday and the end of the calendar year.
- (d) Once a driver has competed in Rookies the right to return to Midgets / Minikarts is forfeited.

2. Rookies:

- (a) Grade B licence holders may elect to move to Junior Division at age eleven (11) or any time after, provided they have had their Rookie B licence endorsed at eight (8) Open Meetings as having achieved a satisfactory standard for advancement. They will be restricted to Junior KT100J class until their 12th birthday.
- (b) Grade B or C Rookies may elect to move to the Junior Division at age twelve (12) provided they have their licence endorsed at eight (8) Open meetings as having achieved a satisfactory standard for advancement.
- (c) A Rookie driver may elect to move to Junior division at age thirteen (13) or at any time from then until the end of the calendar year.
- (d) Once a driver has competed in Junior the right to return to Rookies is forfeited.

3. Juniors:

- (a) A Junior competitor who holds a Junior-International Licence may elect to move to Seniors at age fifteen (15)
- (b) A Junior driver may elect to move to Seniors at age sixteen (16) or any time between then and the end of the calendar year.
- (c) A Junior driver at age fifteen and only because of extenuating circumstances may apply to the NKC through the State Karting Council for an upgrade to an appropriate senior licence.

- (c) To be eligible for **Junior Clubman (KT100S) and Junior Formula Yamaha** a driver must hold a B grade Junior licence if under 16 years of age.
- (d) To be eligible for Intercontinental A Junior and Junior Piston Port at club and open meetings, a driver must have a minimum B Grade Junior Licence with endorsements from three (3) open meetings in either Junior National or Junior Clubman Class as having reached a satisfactory standard for advancement.
- (f) To be eligible for Intercontinental A Junior and Junior Piston Port at State or National Championships, a driver must have an AKA A grade licence or a Junior International C or B licence and have conformed to Rule 13.21. 3(e)
- (g) To be eligible to compete in International Competitions a junior must hold an International C or B Grade Licence.
- (h) to be eligible to compete in an International Championship a junior must hold an International B grade Licence.
- (i) Once a driver has competed in Seniors the right to return to Juniors is forfeited.

4 **Seniors:**

- (a) to be eligible for Intercontinental A at State or Australian Championships, a driver must have an AKA B or A grade or International C, B or A grade licence
- (b) To be eligible to compete in Intercontinental A at an International Competitions a seniors must hold either an International C or B grade licence
- (c) to be eligible to compete in Intercontinental A at an International Championship a driver must hold an International B grade licence.
- (d) to be eligible for Formula A at State or Australian championships, a driver must have an International B or A grade licence.
 - i) Three endorsements on an A grade licence achieved by acceptable competition in Intercontinental A at National Championship level; or
 - ii) By request to the CIK Committee with assessment for upgrade based upon previous karting experience and achievements.
An endorsement of FA grade will be lost should a competitor elect to down grade and compete in Intercontinental A at the National Championships. The endorsement is regained in accordance with a) or b) as above.
- (e) to be eligible for Formula A at an International Competition a senior must hold either an International B or A grade licence.
- (f) to be eligible for Formula A at an International Championship a driver must hold an International A grade Licence.

13.22 **International Licence Qualifications**

1. All International licensing provisions are subject to CIK regulations only.
2. **Junior:** Ages from thirteenth (13) birthday till fifteenth (15) birthday.
 - (a) **C Grade**
 - (i) Obtain a current International medical certificate
 - (ii) Hold the highest grade of National (AKA) Licence (Junior Division A grade) and
 - (iii) Must have been classified and obtained an endorsement on their record, by an appropriate CSN Official, in at least five (5) events in the 12 months prior to the application.
 - (b) **B Grade**
 - (i) Classification amongst the first five (5) in at least five (5) National Championships or International Events within the 12 months prior to the application.

- (c) **Option**
 - (i) A Junior with an International licence may elect to move to AKA Senior Division at age 15.
- 3. **Senior: Age 15 and over**
 - (a) **C Grade**
 - (i) Obtain a current International Medical Certificate
 - (ii) Hold an International Junior licence or hold the highest grade of National (AKA) Licence (Senior Division A grade), and
 - (iii) Must have been classified and obtained an endorsement on their record, by an appropriate CSN official, in at least five (5) events in the 12 months prior to the application.
 - (b) **B Grade**
 - (i) Classification amongst the first five (5) in at least five (5) National Championships or International Competitions within the 12 months prior to the application.
 - (c) **A Grade**
 - (i) Refer Appendix B - CIK Yearbook of Karting

13.23 Endorsement Events for International Licences:

- 1 AKA Permit events include:
 - (a) State Championships (6)
 - (b) National Championship (1)
 - (c) Australian Championships for FMK classes (5)
- 2 CIK Permit events include
 - (a) Oceania Championship (1)

CHAPTER 14 - PROTECTIVE CLOTHING

14.01 **Safety Helmet:**

An approved safety helmet conforming to AS1698 or SNELL 1980, 1985 1990 or 1995 or BS6658-85 shall be worn. It must offer full facial protection and be moulded in one piece. Safety helmets must be in good condition, with the internal liner not having any compressed or soft edges, and retention straps to have no appreciable wear or frayed stitching. The use of chin cups on helmets is not permitted.

Safety helmets shall be securely fastened, visors (must be in a clipped down position), gloves and clothing of approved types shall be worn by all drivers in practice and racing.

If a helmet is damaged in any way then it should not be used again and a new helmet should be purchased. The driver should be notified in writing from the stewards that in the opinion of the chief scrutineer the helmet is not safe and it is recommended a new one be purchased, and if it is a junior then their parent/guardian be notified.

14.01(a)

This rule applies to Midgets and Rookies only. When the smallest helmet which offers one piece moulded full facial protection can be removed while the chin strap is correctly fastened, it is permitted to use a motor cross helmet which offers chin protection in conjunction with goggles for eye protection.

14.02 **Visor:**

Visors shall be worn at all times, it is not permitted to remove the visor from the helmet. When fitted with a spinning rain deflector, the visor may be modified to allow clear forward view but must give protection to the eyes and face at all times. Clear / night visors are mandatory for race meetings or sections of the same conducted after sunset.

If prescription, corrective glasses or contact lenses are required they must be worn behind the visor and not in place of it. Lenses shall be of a plastic material with a high impact resistance and satisfactory optical properties. Glass lenses of any kind are not acceptable.

14.03 **Driving Suit:**

1 One-Piece Protective Clothing with full length sleeves and trousers, adequately secured at the neck, wrists and ankles shall be worn. Suits of leather, vinyl or abrasive resistant material are strongly recommended. Boiler type overalls with 'POP' type buttons are not acceptable.

2 Any competitor shall only wear one (1) driving suit at a time

Note: Competitors entering CIK international competitions must wear a CIK homologated driving suit.

14.04 **Gloves:** Gloves, to the satisfaction of the Scrutineer, with full-fingered protection must be worn by all drivers.

14.05 **Footwear:** Securely fastened footwear must be worn to cover and protect the ankles.

14.06 **Wet Weather Clothing:** Wet-weather clothing may be worn over approved protective clothing, during wet conditions.

14.07 It is strongly recommended that all drivers wear:

- (i) Neck Brace
- (ii) Kidney Belt
- (iii) Rib and / or chest protectors.

14.08 Long Hair:

- (i) At all times when driving a kart, long hair must be retained within protective apparel.
- (ii) Drivers may use a hair net, hood, balaclava or other device to retain hair.
- (iii) Extremely long hair must be retained within the hood, balaclava and driving suit and not tucked under the helmet, in order to avoid compromising the helmet's performance in the event of an impact.

14.09 Clothing Over Driving Suit: Any clothing worn over the driving suit must be adequately secured at the neck, waist, wrist and ankles (if applicable) and must not have any protrusions.

14.10 Weights in Clothing: It is an offence to have any weights in a driver's clothing or on the driver's person.

14.11 Ear Protection:

- 1 Competitors – it is compulsory to wear ear plugs at all times when driving a kart.
- 2 Officials, Pit crew & Spectators – see rule 24.8

14.12 Pit Crew Attire:

Pit crew shall be required to wear suitable attire, including shoes, and observe any other requirements on protective clothing in these rules.
This is to be the driver's responsibility – Refer R1.05.

CHAPTER 15 - FLAG SIGNALS

15.01 **Signal Colours:**

Signals of the colours described below must only be used for purposes detailed in these Rules.

15.02 **Flag Size:**

Flag sizes are to be a minimum of 500mm x 500mm.

15.03 **Coloured Lights:**

Coloured lights may be used to substitute flag signals except as detailed in Rule 15.19(c).

15.04 **Flag Signals:**

The following flag signals will be obeyed by drivers during competition or practice.

15.05 **National Flag:**

The National flag may be used to signal a race start.

15.06 **Green:**

(Optional) All Clear

It can also be used if necessary to signal the start of warm up laps or practice sessions, by order of the Clerk of Course (usually only used at International meetings).

15.07 **Green with Yellow Chevron:**

Restart. Reform on track.

To be used by the Starter and /or Clerk of Course in the event of an error of judgement by the Starter. Can only be used prior to the first lap being completed by the race leader.

15.08 **Red:**

All racing shall cease. Driver will indicate by raising his arm and return to the grid at a greatly reduced speed and in a safe manner being prepared to stop on track if necessary. This order shall be given only through the clerk of course and/or steward of the meeting. Red lights may be used in addition to the red flag.

15.09 **Red and White Chequered:**

Signifies that it has been a false start or no start, return to pits, this flag is to be used by a Steward/Clerk of Course or Starter prior to the first lap being completed by the race leader to enable the Stewards to take immediate action for a breach of rules prior to the start.

15.10 **Yellow:**

Danger - Reduce Speed.

Maintain position until the situation, accident etc that caused the yellow flag to be given is passed. To assist following competitors and if it can be done with safety a competitor should raise one arm to indicate that he is slowing for the yellow flag. Failure to slow to a safe speed for a yellow flag will be considered a serious breach of these rules.

15.11 **Yellow with Red Stripes: (Vertical)**

Deterioration of adhesion. Informs drivers that the conditions of adhesion of the track surface have suddenly deteriorated in the area beyond the flag. This flag is most frequently used to signal that oil has been dropped on the track, but it can also be used to inform drivers of either

a pool of water large enough to cause aquaplaning, or that due to a local shower drivers are about to pass from a dry to a slippery surface; that being the case, the flag will be displayed accompanied by a hand pointed to the sky. This flag shall be displayed for four laps or until the surface returns to normal. It is not necessary for the sector beyond where the flag is being shown to show a green flag.

15.12 Blue: (Waved)

One or more competitors are about to lap you. You must hold your course and allow him to pass unimpeded.

15.13 Blue and Red: (Double Diagonal) (Optional)

This flag is displayed together with a panel upon which the competitors kart number is displayed. It will be shown to a driver who is about to be lapped or who has been lapped, the driver must stop racing, move off the racing line and return directly to the Parc Ferme. This flag may not be used unless specified in the Supplementary Regulations. A driver obeying this flag will be classed as a finisher.

15.14 Black and White Chequered:

The display of the black and white chequered flag will determine the end of the race. The race finishing order will be as karts crossed the finishing line on the lap when the black and white chequered flag is displayed. This flag shall also signify the end of practice and timed sessions.

15.15 Black Flag:

Should it become necessary for any reason to stop a driver, this order shall be given only through the Clerk of the Course and/or Steward of the Meeting. The black flag shall be displayed to the driver concerned, together with a panel upon which is shown the kart number. Such signal indicates *“That the driver is to return to the pits the next time he/she reaches it. The driver may not re-enter the race.*

15.16 Black and Orange Disc: (Optional)

May only be used at circuits where the facilities permit the use of a drive through area as approved by State Track Inspectors. This flag is displayed together with a panel upon which the competitor's kart number is shown. The driver must stop for mechanical defect. The driver may continue after repairs have been affected to the satisfaction of the Chief Scrutineer.

15.17 Black and White Chequered:

The display of the black and white chequered flag will determine the end of the race. The race finishing order will be as karts crossed the finishing line on the lap when the black and white chequered flag is displayed.

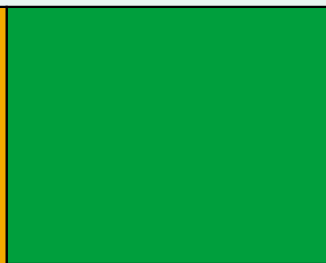
15.18 White Flag or Last Lap Board:

Either a white flag or a last lap board may be displayed initially to the leading kart, and each kart subsequently, when the leading kart commences what the officials believe to be the last lap of the race.

FLAG EXAMPLES



15.05 National Flag



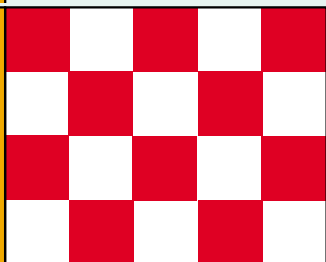
15.06 Green Flag



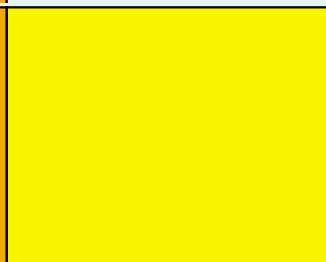
15.07 Green & Yellow Chevron Flag



15.08 Red Flag



15.09 Red & White Chequered Flag



15.10 Yellow Flag

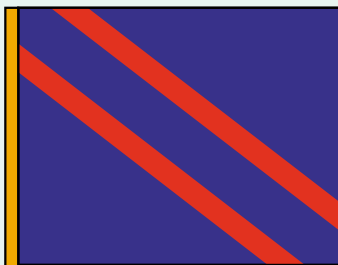


15.11 Yellow & Red Striped Flag

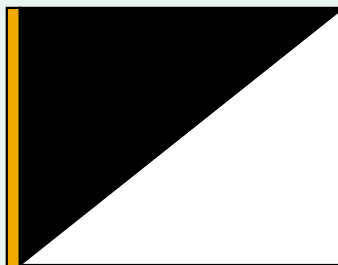


15.12 Blue Flag

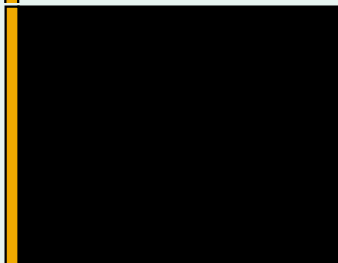
FLAG EXAMPLES



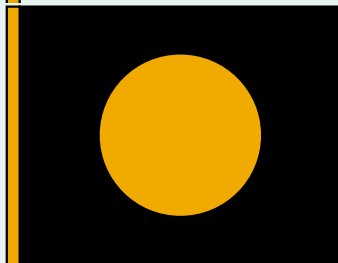
15.13 Blue & Red Double Diagonal Flag



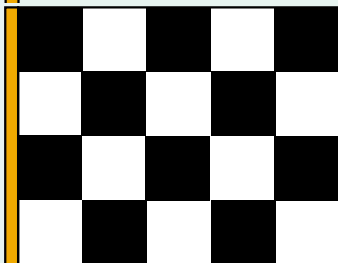
15.14 Black & White Diagonal Flag



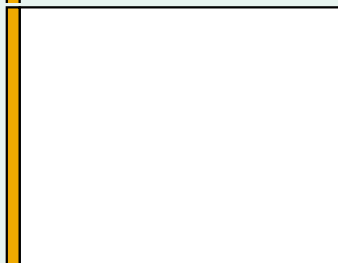
15.15 Black Flag



15.16 Black with Orange Disk Flag



15.17 Black & White Chequered Flag



15.18 White Flag

15.19 Light Signals:

It is permissible to replace/augment flag signals with light signals. For safety reasons, when using lights at flag points a flag marshal must be present.

(a) **ROLLING STARTS:**

During roll up laps an amber light may be displayed. It is optional for lights to flash if the start appears imminent.

A green light will be shown to signal the commencement of racing.

(b) **STANDING STARTS:**

When the starter is satisfied with the grid order and the karts are stationary on the starting grid, he will switch on the red light. The light will change to green not less than 3 seconds or not more than 8 seconds after the red light has been switched on and the race will start.

(c) **RED LIGHTS:**

May be used at any point to supplement the red flag.

(d) **FLAG POINTS:**

It is recommended that meetings held under artificial light, that each flag point have at least one (1) Yellow warning light and one (1) Red light as approved by the state track safety inspector.

CHAPTER 16 - RULES OF THE ROAD

16.01 **Lapping Competitor:**

When a driver is preparing to lap another competitor the driver of the kart to be overtaken must hold his course and allow the lapping kart to pass unimpeded.

16.02 **Kart Direction:**

During an event, it is expressly forbidden to drive or push a kart at any time in a direction opposite to that in which the event is being run. Infringement of this rule means immediate exclusion and possible further penalty, except as in R16.08(e)(iii).

16.03 **Stop On Course:**

If for any reason a driver is forced to stop his kart on or near the course, it will be his duty to place it in such a manner as to cause the least danger or obstruction to other competitors.

16.04 **Stalled Kart:**

Any driver whose kart stalls at the start of or during an event must hold one arm vertically above his head as a warning to the other drivers. No person may approach the kart until the remainder of the starters has passed. If necessary, the kart may be removed from the track by the driver or officials.

16.05 **Rejoining Circuit:**

It is forbidden to use any route other than the track used for the race to gain/regain a place. Any competing kart having left the course with all four wheels shall.

- i) rejoin the course at the nearest point of exit from it with relative safety.
- ii) not rejoin the course until safe to do so.
- iii) Should a kart rejoin a race ahead of where they were when they left the circuit, they must regain their position within one lap.

16.06 **reserved**

16.07 **Wearing Safety Apparel:**

If a driver is involved in an accident/incident and cannot retreat behind a protective barrier during competition the driver must leave all of his safety apparel on.

16.08 **Restarting of Karts:**

The following requirements apply to all karts and competitors:

- (a) The restarting of a kart engine during racing is not permissible except from the mechanical breakdown lane or as references in 16.08(e) (refer breakdown lane rule 17.06)
- (b) The restarting of a kart by a Midget, Rookie or Junior during practice is not permissible.
- (c) In the event of a spin or collision during the rolling laps prior to the Start:-
 - (i) Midgets, Rookies and Juniors are permitted to be restarted with the assistance of delegated persons at the discretion of the Starter and/or Clerk of Course or Steward.
 - (ii) Seniors may restart themselves however outside assistance to push karts by delegated persons may be permitted at the discretion of the Starter and/or Clerk of Course or Steward. Any class below 170kg may only have one (1) person to assist, where the class is over 170kg two (2) persons may assist.
- (d) Before the start of a race, Senior drivers are the only persons permitted to repair, alter or adjust their kart in the track area. Delegated persons (1 per competitor and not an Official) may assist Midget, Rookies and Juniors to repair, alter or adjust their kart in the track area.

- (e) Karts fitted with Clutches:
In the event of a spin or stoppage on the track – karts fitted with clutches may continue racing provided always that:
 - (i) The driver does not alight from the kart
 - (ii) That the kart proceeds with it's own power.
 - (iii) The kart proceeds as soon as safely possible to the direction of racing.
 - (iv) There is no assistance given to get the kart mobile.
 - (v) Karts fitted with battery ignition may restart engine, and must resume racing within one lap.
 - (f) During racing delegated persons may assist in the removal of karts from the race track and to a place of safety.
- ❖ *Delegated persons must retire to a safe position once the race has commenced.*
- ❖ *During racing Flag Marshal Assistants may remove stationary karts from the track*

16.09 Observed Driving:

Stewards and/or Clerk of the Course have the right to submit any driver to official practice laps for observation and have the right to decide whether or not any driver reaches such standards as they may deem necessary.

16.10 Practice Discretion:

Normally in those cases where drivers do not obtain any practice, they may be placed at the rear of the grid, irrespective of any allotted grid position, or they may be excluded from the event, at the discretion of Stewards.

16.11 Race Stoppage:

- (a) Races may only be stopped under extreme emergency and by using the red flag/lights.
- (b) Red Flag Stoppage: When a race is stopped by the use of the red flag, it must be re-started over the remaining number of laps as approved by the Stewards, unless it is at least 50 per cent complete at the time. In this case places will be awarded according to the position at the end of the lap prior to race cessation.
 - (i) Any competitor who is stationary when the Red Flag is used to stop a race will not be permitted in the re-start of that race. There shall be no complaint or appeal against this section of Rule 16.11 (b) (i).
- (c) Re-Start of Race:
 - (1) Positions to be as last recorded lap. If the lap scorers do not have a complete record of all starters, the Stewards may re-start the race in the original order with grid positions revised after exclusion of those who are ineligible under Rule 16.11 (b) (i).
 - (2) If the race is stopped on the first lap, the race is restarted in the original grid order and formation after the exclusion of those who are ineligible under Rule 16.11 (b) (i).
 - (3) If a re-start is to be conducted over the laps remaining, such re-start is to be in single file at up to race speed.

16.12 Injured Driver Clearance:

Any driver who is injured or appears to be injured, can be instructed by the Stewards or Clerk of Course to obtain a clearance in writing from the appointed first aid officer, ambulance officer or doctor and present his clearance to the Chief Steward. The Stewards will then decide whether the driver can take part in the race meeting. There shall be no complaint or appeal against the Stewards' decision in this matter.

16.13 Contact of Karts:

A driver who causes a kart to make contact with another kart or who drives or acts in a manner that could endanger themselves or any other persons may be penalised.

16.14 Ducking Head:

Drivers ducking their head in a manner that will impede forward vision will be penalised.

16.15 Shaking Hands:

Drivers shaking each other's hands, whilst driving, shall be penalised.

16.16 Finishing Under Power:

A kart must complete the Course under its own designed motive power. A kart could coast over the line without manual assistance and be classed as a finisher provided he receives the Finishing Flag.

16.17 During a race:

- 1) A kart alone on the track may use the full width of the track. However, as soon as it is caught up on a straight line by a kart which is either temporarily or constantly faster, the driver shall maintain his or her line.
- 2) Curves, as well as the approaches and exit zones thereof, may be negotiated by drivers any way they wish within the limits of the track. Overtaking may be done either on the right or the left. However, manoeuvres liable to hinder other drivers, such as premature direction changes, deliberate crowding of karts towards the inside or outside of the curve or any other abnormal braking or changes of direction, are strictly prohibited and shall be penalised according to the importance and repetition of the offence.

CHAPTER 17 - TRACK AND PARC FERME AREA

17.01 Track and Surrounds:

Kart Tracks and surrounds shall conform to whatever requirements are laid down by the NKC, State Karting Councils and local regulations from time to time. Kart tracks shall, in every case, be of a sealed surface.

17.02 No Mans Land:

All tracks are to have a "no mans land" marked on the track immediately before the starting line. The marking will be located in the centre of the starting straight, a minimum of 800mm in width, the length of the markings to be as required by the State Track Inspector. Any kart entering this section of the track before the starting signal is given may be penalised. (Refer Rule 19.26 (v)).

17.03 Baulk Line:

All tracks are to have a **bright green colour line** painted on the track approx 75 metres from the Karting grid, this will be known as the **baulk line**. This signifies the limit to which a kart may be pushed to be started. Before a kart crosses this line it must be operating under its own motive power. A kart that is pushed passed the baulk line may be penalised as determined by the stewards. This rule is not negated by rule 16.08.

17.04 Reaching Baulk Line:

Karts that fail to start or need to be restarted before reaching the baulk line, must be immediately removed from the track or returned to the grid apron to try again. Before trying again the competitor must get permission from the grid Marshal **or** Clerk of Course. Only one additional attempt to restart will be permitted. Offenders will be penalised as outlined in Chapter 6.

17.05 Acceleration & Start Lines:

1. **Acceleration Line:** All tracks to have a **yellow line** painted on the track 25 metres prior to the start line. This is to be known as the acceleration line. When karts are approaching the start line in anticipation of a start, it is forbidden for drivers to accelerate until the front row of karts has crossed the yellow acceleration line.
2. **Start Line:** A white line across track which may also be the finish line.

17.06 Breakdown Lane

- 1 A mechanical breakdown lane may be provided adjacent to the main track. It shall be permissible for a kart to **drive** to this area for repairs during practice, roll-up laps and racing and to rejoin the race/practice, under the instruction of the grid marshal. The drivers may receive assistance for repairs and restarting while in the breakdown lane. This area may be subject to parc ferme control and karts will be restricted in their speed in the breakdown lane.
- 2 When a kart returns to the parc ferme, for mechanical repairs, during the start procedure it may rejoin the race even after the start is given. The kart may only re-enter the race with safety and under the given direction of the grid marshal. Where the start line extends across exit from the breakdown lane a kart, that has come under starters orders, may start (commence their first lap) in the breakdown lane.
- 3 There must be a chicane at the entry to the deceleration lane aimed at substantially reducing the speed of the karts. The width of the deceleration lane must be less than the width of two karts. Stopping in these lanes is strictly forbidden.
- 4 The use of breakdown lane **must** be specified in the supplementary regulations.

17.07 **Technical Inspection:**

- (i) Enclosed and covered facilities with adequate lighting and suitable benches are to be provided for Engine Measuring and Fuel Testing. An adequately secured area for impounding of karts, tyres, fuel, etc. is required for all State and National Championships and other events as required by the AKA.

Driver/Steward Interviews:

- (ii) All tracks have enclosed facilities, a recommended minimum size of 2.4m x 3.6m, for driver/steward interviews.
- (iii) A board in the stewards room to have a map showing
 - a) emergency tools locations
 - b) fire extinguisher locations
 - c) parc ferme boundary
 - d) paddock boundary
 - e) emergency phone numbers
 - f) kart engine starting area.

17.08 **Parc ferme /Paddock:**

This area will come under the control of the Parc Ferme/Paddock Marshal: The Parc Ferme area shall include the In and Out grids, the impound, scales and technical inspection area. The Paddock shall include any area set aside for use by competitors for kart maintenance/repair/storage.

- (a) All karts shall be accommodated within the defined "Paddock Area" whilst not competing during the meeting.
- (b) It is forbidden to drive a kart inside the boundaries of the paddock enclosure for any reason whatsoever.
- (c) Pit crews are not permitted in the race track area during racing.
- (d) Fuel is to be stored in safe containers and karts are to be stopped before refuelling.
- (e) No cars or trailers will be allowed in parc ferme/paddock at any time unless permitted by Parc Ferme/Paddock Marshal.

17.09 **Smoking and Welding:**

Smoking, welding or use of any open flame is not permitted in the grid/parc ferme/paddock areas.

17.10 **Cleaning Fluid:**

The only flammable material permitted for cleaning in the Paddock Area is KEROSENE.

17.11 **Alcohol and Drugs:**

Alcoholic liquor, illegal or other drugs (see Rule 19.38) are not permitted in the grid/parc ferme/paddock areas. Penalty for this offence will be exclusion of the relevant driver and pit crew.

17.12 **Temporary Circuit Guidelines:**

For information referring to Temporary Circuit requirements, contact relevant State Karting Council. The AKA recognises that it is not possible to construct temporary circuits in full conformity to the rules of Chapter 18, however the safety rules will be used as a guide for the construction of these facilities.

Night temporary street circuit meetings may only be conducted if the track and lighting can be inspected by the State and Interstate Track Safety Officers at least three months prior to the event.

Failure to pass at this inspection will be sufficient cause to cancel the meeting. All inspection costs to be the responsibility of the promoters.

- (i) Promoters shall, at least sixty (60) days prior to the date of the Meeting, furnish the State Secretary with three copies of the proposed Supplementary Regulations (for transmission to the AKA) including names of all Officials, a detailed plan of proposed temporary circuit, together with the appropriate fee. (Refer Chapter 2 of this Manual). Supplementary regulations and entry forms are not to be issued until the approval of the AKA (through the State Secretary) is given.
- (ii) The Promoting Club must make application to the State Karting Council before classes for twin engine karts can be programmed for events on temporary circuits. SKC approval will depend on the circuit safety for competitors and spectators and the State Track Inspector's opinion.
- (iii) Preliminary permit will be issued pending final track inspection and approval given by the Track Inspector(s) for official permit to be put into place on the day of the event. Track Inspectors are to endorse Permit on approval of the temporary circuit.
- (iv) At least one (1) Interstate Track Inspector must be present for the duration of the event and for the supervision and construction of the event's circuit.
- (v) The Interstate Track Inspector in conjunction with the State Track Inspector has the power to licence the temporary circuit, authorise that the track is satisfactory for the commencement of competition, require variations to the circuit and to stop the competition at any time.
- (vi) 50% of the travel expenses for the Interstate Track Inspector will be paid by the AKA. Expenses associated with accommodation, meals, etc. for the Interstate Track Inspector are to be defrayed by the Promoting Club.
- (vii) Competitors competing at an Open Meeting on a temporary circuit must be a minimum 'B' Grade licence holder AND have an endorsement in their licence / log book to indicate that they have competed previously at an Open meeting in the class for which they have nominated to compete.
- (viii) All corners and chicanes must have kerbing on the inside and be such that a kart can run over it and continue in a safe manner.

CHAPTER 18 - NATIONAL TRACK REQUIREMENTS

The following are the requirements of the AKA for Sprint Kart Tracks in Australia. The NKC or the AKA Secretariat reserves the right to vary these requirements at any time, issues of safety being paramount.

18.01 Club Track Inspectors/Safety Officers:

Each Club is to appoint a Track Inspector to be responsible for track safety. Inspectors are to liaise with the State Track Inspector. It is recommended that the inspector is not a member of the Club Executive.

18.02 Annual Inspection:

Tracks will be inspected by the State Track Inspector each year or following any track alterations before they issue track licences. It will be the responsibility of the State Track Inspector to assess existing tracks on their merit and to assist each club with the necessary upgrading over a period of time (if necessary) to the required safety standard.

18.03 Track Licence

The AKA and any other required licences are to be displayed in either the Technical Inspection Area or Driver / Steward Interview area or a prominent location, and be maintained in a legible condition.

(i) Routine Track Maintenance

It is the responsibility of stewards to check that normal routine maintenance has been carried out prior to race meetings. In the event that the track conditions are not satisfactory stewards will stop racing until the track is to their satisfaction, and report their action to the State Council.

(ii) Stewards Report

Stewards and the Clerk of the Course are to complete a report, form supplied with the Stewards Report, prior to the commencement of competition.

18.04 Track Log Book

Each circuit to have a log book for comments or recommendations on safety upgrades/upkeep by the track inspectors, stewards, clerk of the course or club officials. This log to be kept in the race secretary's office or stewards room.

18.05 reserved

18.06 A driver must never drive a kart on a licenced track unless:

- the kart complies to Chapter 25; or
- the driver has been granted and has in his possession a written authorisation to drive a kart not so complying; and such permission for other than temporary circuits can only be issued by the State Secretary and for temporary circuits only by the CEO; and
- the driver is wearing the protective clothing as required for racing
- all tracks to have prominent signs displayed setting out these requirements
- the driver is eligible to race that class of kart

18.07 Track Layout:

- The shape of the track is not necessarily restricted by these regulations:
- Track Inspectors' concern is directed towards safety.
- Rules 18.09 and 20.02 make reference to track configuration
- Definition of a straight: length over 80 metres.
- Maximum length of any circuit to be 1.5km
- Measuring a Track Length – The line around a track used for determining its length will be the centre line.

- (i) **New Tracks:** Straights to be a minimum of eight (8) metres wide.
All new tracks to have an open corner, minimum eight (8) metres wide, at the end of the Start straight. Remainder of track to be a minimum of seven (7) metres wide.
- (ii) **Existing Tracks:** Straights to be a minimum of seven (7) metres wide
- (iii) **Any new tracks or major alterations** to an existing track must be submitted to the National Track Safety Committee for approval prior to construction of the circuit or alteration of the circuit.
- (iv) The distance between high speed converging sections of track shall be a minimum of twenty (20) metres on all new tracks and major alterations unless a suitable alternative is approved by the National Track safety Committee.
- All other sections of the track shall have a minimum fourteen (14) metres separation apart from the area around internal radius of any corner.
Non compliance with this rule will be subject to an investigation and a possible penalty imposed and / or track licence not being issued by the NKC.

18.08 **Circuit Grading and Lengths:** These gradings are subject to the discretion of the NKC/SKC

- **International** International Events
FMK Regulations apply
- **A Grade** National Sprint Championship
Circuits to be a minimum length of 700 metres
- **B Grade** National Dirt Track and all State Championships
Circuits to be a minimum length of 350 metres
- **C Grade** Open and Closed Meeting

18.09 **Track Density/Number of Starters:**

Track Length in meters	Track width at narrowest point		
	6m	7m	8m
<500	20	22	24
500 - 625	22	24	26
626 - 750	24	26	28
751 - 875	28	30	32
876 - 1000	32	34	36
1001 - 1499	NA	38	40

The National Track Safety Coordinator has the authority to reassess a track as to the number of karts eligible for competition on a track.

18.10 **Track Conditions:**

- (i) Track edges, verges and run-off area. The track must be bordered along its length on both sides by compact verges that present an even surface. These verges must be free of loose stones and debris and continue to the first line of protection, which would normally be a catch trap.
- (ii) Kerbs or corner markers must be laid on the inside of corners where required to prevent karts cutting corners in normal racing, but must not present a barrier to a kart attempting to avoid an accident, nor be hazardous to karts. Ripple strips are permissible provided they are no more than 50mm above the surrounding surface. Kerb or corner marker must be flush at joint with track, with an angle of not more than 30 degrees.

For all new circuits and alterations:

Outside kerbs or ripple strip

1. to be a maximum of 300mm wide
2. surface may be smooth or rippled
3. a slope being negative angle to the track plane a minimum 3 degrees and maximum 5 degrees.

Inside Kerbs

- 1 to be a maximum of 300mm wide
- 2 must be smooth
- 3 a slope being positive angle to the track plane a minimum 15 degrees and maximum 20 degrees

Recommended that drainage slots be inserted in inside kerbs.

- (iii) Track Surface:- Must be smooth and continuous and have sufficient fall to prevent formation of puddles in wet conditions. Materials of surface should have sufficient binding qualities to resist damage from kart tyres and be non abrasive. Where practical track contour to follow natural contour. Please note that artificial camber on corners can have a launching ramp effect.

18.11 Parc Ferme Area: (previously referred to as Pit Area)

Must be clearly defined and fenced and under most conditions the Public are not permitted in the Parc Ferme, consequently the safety fence must continue between the Parc Ferme and Track. The entrance and exit to and from the track must be clearly defined "IN" and "OUT", and be fitted with gates that are able to be closed during racing and have strength at least equivalent to the adjacent safety fence. "NO SMOKING" signs must be adequately displayed throughout parc ferme/grid/paddock area.

Direction of racing/practice to be displayed (by use of arrow) in a prominent position, this sign to be secured, that change is effected only by club official. The location of the sign to be determined by state track safety officer.

18.12 Grid Widths

- 1 For new and altered tracks the grid width for single grid to be a minimum 7m for double grid 12.5m.
Where practicable existing tracks to comply as soon as possible.
- 2 Both sides of the grid must have a fence with a minimum height of 0.9m and be a minimum of 7m to a maximum of 9m apart for a single grid and 12.5m minimum and 15m maximum apart for a double grid.

18.13 Grid and Weigh In Area:

- 1 Grid
 - (a) Must be large enough to accommodate the maximum number of starters permitted on the track (Refer Rule 18.09), and grid area is to be clearly marked with grid positions.
 - (b) Grid and Weigh In Area to be of a sealed construction (optional to Dirt Tracks).
 - (c) Entry and Exit to Grid and Weigh In Area must be constructed so as not to endanger drivers.
 - (d) Outgrid to track must be fitted with a suitable gate
 - (e) Exit to track must be a minimum width of five (5) metres
- 2 Weigh In Area
 - (a) Weigh In Area may be considered part of parc ferme
 - (b) Weigh In Area and impound area must be fenced to prevent entry of unauthorised personnel
 - (c) Scales are to be located at the end of the Weigh In Area away from the track

18.14 **In-Grid Safety Barrier:**

Construction should be such as to slow down an out of control kart.

A tyre chicane or track exit chicane or suitable bends must be set up on in grid. Suitable catch traps (if required by state track inspector) should be installed. Lanes to be painted on track to facilitate entry and exit.

18.15 **Paddock Area:**

Must be clearly defined and fenced, under most conditions public are permitted in the paddock. All karts shall be accommodated within the defined paddock area. Paddock must be of sufficient area to cater for maximum number of karts likely to attend race meeting. Paddock area surface to be of a suitable material for all weather conditions.

- (a) A trade area is to be set aside, in close proximity to parc ferme/paddock, for exclusive use of Trade Vehicles that have made prior arrangements with the Promoters.
- (b) The promoting club in conjunction with the State Track Safety Inspector will designate a safe area for the starting of kart engines.
- (c) Scoreboards and lapboards are compulsory at State and National Championships and strongly recommended for all Open Meetings.
- (d) Main notice board to have a map showing
 - a) emergency tools
 - b) fire extinguishers
 - c) parc ferme boundary
 - d) paddock boundary
 - e) emergency phone numbers
 - f) kart engine starting area

18.16 **Fire Extinguishers are to be located at the:**

- (a) Scales and at least four other accessible points in the parc ferme/paddock area for meetings with up to 200 entrants plus one additional extinguisher for each 100 (or part thereof) entrants. For National Championships, fire extinguishers are to be located at the scales, out grid and four accessible points in the parc ferme/ paddock area.
- (b) Fuel dispensing area (if in use)
- (c) Fuel testing area (if in use)
- (d) At all flag points further than 120 metres from the nearest extinguisher source.
- (e) Fire extinguishers to be of a type suitable for flammable liquid fire and be non-hazardous to humans. Minimum 2.5kg and must have current certification tag.
- (f) Notices for fire extinguishers, 1000 mm by 600mm, with lettering a minimum height of 180mm are to be located with the bottom of the sign 2 metres above the ground at all locations in the parc ferme/ paddock area, exceptions being the scale area and the fuel dispensing and testing areas and these areas must have suitable signs displayed.
- (g) Entrants may be required to supply an approved filled fire extinguisher in their parc ferme area, but the presence of such extinguisher shall not relieve the organisers of the obligation to supply adequate fire fighting equipment for the track as a whole.

18.17 **Amenities:**

Toilet and Canteen facilities are to comply with local Council by-laws. Safety of spectators and competitors is paramount. Paths should be non-slip. Electrical and communication wires should be under ground or strung on poles and any hazardous areas isolated. All new tracks must have a toilet that is easily accessible for disabled persons.

18.18 **Communication:**

Telephone (mobile or permanent) must be provided at all tracks where reception can be achieved. Where telephone reception is not available radio contact with emergency authorities must be in place during competition.

18.19 **First Aid Requirements:**

These vary from State to State but there must be clear access for an ambulance and suitable areas set aside for first aid facilities. Minimum requirements for race meetings - (refer Chapter 3.)

18.20 **Parking:**

- (i) All tracks must have a designated area for parking and storage of track maintenance equipment and service vehicles outside the fenced-in track area.
- (ii) All tracks must have a designated area for parking the ambulance and pick up vehicle/s. This area must be positioned so as not to cause a hazard for competitors. If necessary, a barrier (ie. tyres) must be constructed to achieve competitor safety.

18.21 **Tyre Inflation:**

Race tracks having a facility for fitting and inflating tyres must provide a safety cage and sign instructing the use thereof. Maximum outlet pressure for fitting, inflating, cleaning is 4kpa.

18.22 **Control Tower:**

It is recommended that control towers be adequately covered, closed and ventilated with access by way of permanent structure (stairway). This area is to be considered out of bounds except for essential race day Officials or their delegated messengers.

18.23 **Safety of Karters and Officials:**

- (i) *Protection between track sections:* Energy absorbing barriers and catch traps must be installed to prevent karts crossing in any area where two sections of track are close to each other and/or there is a possibility that karts may cross.
- (ii) Solid objects should be removed where possible. If this is not possible, then suitable protection is required. Any structure or solid object of any type must have energy absorbing barriers and catch traps to protect KARTERS.
- (iii) ALL OFFICIALS must remain behind protective barriers at all times during racing. The only people permitted inside the race track area whilst karts are RACING are:
 - (a) Flag Marshals - maximum two per point.
(for National and State Championships two flag marshals per point are required)
 - (b) Starter/Assistant
 - (c) Stewards
 - (d) Clerk of the Course
 - (e) Medical Attendants
 - (f) Delegated persons to restart Juniors, Rookies or Midget drivers.
(NOTE: These persons must retire to a safety area once the race has commenced.)
 - (g) Photographers and other persons (in designated areas at the discretion of the Clerk of the Course/Stewards).
 - (h) The Clerk of the Course or Stewards may, if necessary, observe racing from a safe location even though a tyre barrier may not be in that location. The time spent in this location must be no longer than necessary.”
- (iv) Protection to trackside officials and workers: Any point adjacent to the track where an official or worker may be operating must have an energy absorbing barrier to protect that person and be located so that person can face oncoming traffic.
- (v) In the absence of a specified protected area, STEWARDS must remain behind flag marshal protection whilst karts are in motion.
- (vi) A minimum dress standard of AKA LOGO VESTS is to be worn by Officials at Open race meetings.
- (vii) Head sets and communication: It is a requirement of the permit that at State and National Championships flag points and officials are supplied with head sets and communication.

18.24 **Sensor Devices:**

Pick up / sender / sensor devices are not permitted inside track safety fence unless in an approved designated area.

18.25 **Safety of Spectators:**

Safety fences as required by Local Authorities or to the AKA minimum standard must be erected at all areas where spectators are permitted and suitable fences or barriers to keep spectators in those areas. The safety fence is to be constructed as a last line of defence, catch traps and or energy absorbing barriers must be installed at any point where a kart is likely to leave the track under normal racing conditions.

18.26 **Safety Structures:**

1 Energy Absorbing Barriers: Shall be designed to rapidly decelerate an out of control kart with minimum damage to both kart and driver.

(a) Construction

- (i) Barriers constructed of automotive tyres securely bound in a manner that forms a continuous structure (ie. tied side by side as well as up and down) have been found to be satisfactory. With tyre barriers it is imperative that the tyres are bound together with strapping or synthetic rope in a manner described above and that the barriers are not attached to the ground so it can move when hit by a kart. Tyres must be in good condition and no external metal strapping is permitted.
- (ii) Energy absorbing barriers may be constructed of material other than car tyres provided they meet the same criteria as listed above.
- (iii) Energy absorbing barriers may be constructed of material other than car tyres provided they serve the same criteria as listed above.

(b) Locations.

- (i) For protection between track areas or track and safety fence a continuous line of car tyres 4 - 5 high is permitted.
- (ii) For all trackside officials a barrier constructed of two (2) rows of twelve (12) car tyres, four (4) high with a distance between rows of a minimum of 300mm.
- (iii) Where practical, barriers to be a minimum of four (4) metres from the edge and have catch trap protection.

2 Safety Fence: Must comply with Local Health Regulations.

(a) Construction

- (i) The minimum acceptable to the AKA is a wire mesh fence with wooden or steel rail, or a heavy wire or cable along the top, and a heavy wire or cable along the bottom.
- (ii) Safety Fence must be of a minimum height of 1.8 metres to prevent a kart being projected over the fence in danger areas (as designated by State Track Inspector), elsewhere a minimum 1.2 metres high in all areas where spectators are permitted.
- (iii) A spectator fence must be a minimum of two (2) wire strands construction a minimum height of 0.9 metres that keeps spectators away from the safety fence.
- (iv) Spacing of posts will depend on closeness to track and soil type, in sandy soil angle braces may be required to support each post.

(b) Locations

- (i) Fence will normally be a minimum of 10 metres from the outside edge of the track.
- (ii) In areas where the racetrack is less than 10 metres from the outside edge of the track, there must be a spectator fence set back a minimum of .8 metres and maximum 1.8 metres from the existing safety fence.

3 Catch Traps:

(a) Construction

- (i) Catchtraps will consist of an area of woodchip a minimum of 2 metres wide and a minimum of 300mm above ground level (at the leading edge of the catchtrap)
OR
- (ii) an area of gravel (5mm to 10mm stone recommended) to be minimum 2 metres wide and 250mm deep, to be set down 150mm into existing ground level. Surface to be raked up into ridges approximately 100mm deep and 200mm apart.
- (iii) If either material is not available, then a coarse non-compactable material must be used.

(b) Locations

- (i) In high-speed areas a four (4) metre wide catchtrap or a tyre barrier should be located in front of fences.
- (ii) There must be a catch trap between the normal safety fence and track in all areas where deemed necessary by the State Track Inspector.

(c) Maintenance

Catch traps must be maintained at all times.

18.27 Track Lighting

For all new tracks and alterations/upgrades to tracks.

All tracks with existing lighting must comply by 2003.

Grid Lighting

Must be such that no shadows are cast which may be a danger to competitors/pit crews whilst starting karts.

Paddock/Pit Lighting

Must be adequate enough for competitors/pit crew to move around the paddock without endangering themselves by objects hidden in shadows.

Track Lighting

- (a) No point of the racing circuit (Track) will measure less than 20 Lux.
- (b) Recommended Lux rating is 30 Lux.
- (c) The area on the track used to record kart numbers will measure no less than 38 Lux.
- (d) The starting area will measure no less than 38 Lux.
- (e) No adjoining area within 10 metres will have a differential in lighting of more than 20%.
- (f) No lighting shall cause glare to drivers or officials.
- (g) Any circuit used under lights must have the track edges and kerbs painted white. This must be maintained at a high standard.
- (h) **All new track lighting be designed by a qualified person.**

For racing at night the track edge should be defined by a 100mm wide white line.

18.28 Fuel Testing Facilities

All buildings, including portable structures such as Shipping Containers, which are used for the purpose of fuel testing, must have adequate Fresh Air Ventilation System (flow through or exhaust system).

CHAPTER 19 - GENERAL STANDING REGULATIONS

19.01 **Announcement of Jurisdiction:**

Race meetings will be held under the AKA Race Rules and these Standing Regulations. Final instructions for the conduct of the meeting may be issued to the Club subject to Rule 4.09. By the mere fact of entering an AKA event every participant agrees to abide by these regulations and the supplementary regulations, Addendums and Bulletins pertaining to that event and recognise as the only authority the officials of that event, and above these, the Competition Committee of the AKA.

19.02 **Abandonment or Postponement:**

The Organisers reserve the right at their sole discretion to abandon, postpone or cancel any event(s) subject to Rule 11.09.

19.03 **Complaints:**

Competitors' attention is drawn to the rules governing Complaints. (Refer Chapter 7.)

19.04 **Insurance:**

AKA Public Risk Insurance cover is applicable to the Meeting. Drivers and Officials are insured under the Drivers' Personal Accident Scheme. (Refer Chapter 3).

19.05 **Acceptance of Entry:**

The Organisers reserve the right to reject any entry without giving any reason whatsoever or to attach conditions to acceptance of an entry. These conditions must not be contrary to AKA regulations. The AKA or the SKC may direct the Organisers to accept an entry.

19.06 **Commencement of Meeting:**

A meeting commences at the commencement of the first date specified on the Organising Permit.

19.07 **Formulae:**

- (a) All karts shall be required to comply with the relevant Australian Kart Formula.
- (b) Weights: To be minimum combined kart/driver weight for Sprint racing as per Class Specifications.

19.08 **Numbers:**

Identifying numbers shall be displayed so they are clearly legible and shall be maintained in this condition throughout any event in which the kart is competing.

Number plates: shall be coloured as follows. (Refer also Rule 25.17).

<u>Driver</u>	<u>Background</u>	<u>Number</u>
Senior	Yellow	Black
Junior	White	Black
Rookie/Midget	White	Red

19.09 **Kart Safety and Condition:** Refer Chapter 12.

19.10 **Identifying Marks:**

- (i) When passed by the Scrutineers, each kart shall have affixed to it an identifying mark. The Grid Marshal shall not allow any kart to practice or race without such identification and failure to comply will result in exclusion for that Meeting.

- (ii) The first set of tyres must be marked prior to commencement or completion of the first section of the event.
Additional tyre to be marked as required, subject to Scrutineers' decision. Additional tyres must be marked and recorded by Scrutineers before use. It is the competitor's responsibility to ensure his / her tyres are marked.
- (iii) Spray painting of engines as a method of engine marking is prohibited.
(The AKA recommends that a seal be used.)
- (iv) When a competitor is running in an engine(s) during practice they must display a diagonal RED cross on the rear number plate. This cross must be clearly visible.

19.11 Re-Scrutineering:

Karts damaged during practice or racing due to an accident are required to be returned to the scrutineering bay for examination by scrutineers. They will not be released to entrants other than upon the direction of the Chief Scrutineer.

19.12 Post Event Scrutineering:

Motors and karts may be measured for conformity to the Rules prior to the provisional placings being announced. Motors to be removed from the kart, if required by the Engine Measurer and be presented immediately upon conclusion of the event in a tidy and clean condition. Responsibility of removing and reassembling motors is that of the competitor concerned. Provisional placed drivers not intending to compete in final heat of Class must present motors and kart to appropriate Official immediately on their retirement from Class. The driver or his representative may elect to be present at time of engine measuring.

19.13 Advertising:

Advertising is allowed on karts or driver's overalls or helmets, subject to the following conditions:

- (a) No advertising to be closer than 50mm from the number background.
- (b) No numerals are allowed.
- (c) No advertisements in bad taste will be permitted.

The Stewards shall have the sole responsibility for the definition of bad taste.

Apart from the above requirements the style, size, number, location and subject matter of advertising on karts shall be free.

The Clerk of the Course and the Stewards can direct that a sign be removed or covered if they consider it contravenes any of the above regulations. Their decision shall not be subject to appeal in respect of that Meeting.

19.14 Consolidation of Classes:

For events other than a series or State and National Championships

- (a) Senior Classes with less than five (5) genuine entries may be run conjointly.
Lower powered karts OR heavier classes are to start from the rear of the grid.
- (b) Junior Classes with less than five (5) genuine entries may be run conjointly. Lower powered karts OR heavier classes are to start from the rear of the grid.
- (c) Midget and Rookies with less than five (5) genuine entries in either may be run conjointly. The midgets will be gridded to the rear.
- (d) If for any other gridding purposes and/or combining classes, it will be at the discretion of the promoting club.

19.15 Number of Starters: Refer Rule 18.08.

19.16 Entry Form:

The provisions contained in the Entry Form shall be read in conjunction with and shall form part of these regulations. Entry Forms which are incomplete or not accompanied by the appropriate Entry Fee may be rejected.

Competitors' attention is drawn to Rule 13.15 (re false or incorrect statement).

A meeting commences at the commencement of the first date specified on the Organising Permit.

19.17 Time Trials or Timed Practice and Racing:

- (a) Timing will be electronic. The fastest single lap for each driver will determine respective grid position. In the event of a tie, the next fastest lap/ laps will determine position. In the event of a further tie, grid positions will be determined by a rerun of timed session for those affected by the tie, over a maximum of three timed laps.
- (b) A driver of a kart with a mechanical breakdown must qualify immediately after the next class. A kart qualifying in the final class to be timed must qualify as directed by the Stewards or Clerk of Course. This does not apply when timed qualifying sessions are programmed.
- (c) When Timed Qualifying Sessions are used the organisers will program two, (minimum four (4) minutes), timed qualifying sessions per class.
Any driver who does not record a time is not eligible for a re-run or a grid position unless in the opinion of the Stewards, the transponder was faulty. A competitor who fails to register a qualifying time as result of a faulty transponder or through the fault of the organisers, must be given an original complete TQS in all respects.
- (d) When a transponder system is in use at race meetings for qualifying and/or lap scoring, it is the drivers responsibility to:
 - 1 obtain
 - 2 it correctly and use
 - 3 returntheir allocated transponder.
- (e) If a competitor is deemed to be underweight in a session they shall receive a time penalty of the slowest qualifying time for their class plus one second.

19.18 Driver's Briefing:

Drivers' briefing will be held prior to commencement of racing. All drivers entered must attend.

19.19 Win By Default:

If only one kart faces the Starter in readiness to start, in any race, due to a breakdown or withdrawal of other competitors, then he/she shall be deemed to have won the race by default. Subject to one heat being completed.

19.20 Shorten A Race:

The Stewards or Clerk of Course may shorten a race by advising the Starter to display the chequered flag to terminate the heat or race if only one kart is left racing.

19.21 Winner Of Draw:

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 to be the competitor with the fastest qualifying time trial. If time trials or timed practice are not conducted the winner will be 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 that heat will be determined by a random draw.

19.22 Time For Practice:

The Promoters (Club) must provide time for practice for all competitors on their day of competition.

19.23 Format and Results:

Supplementary Regulations for all meetings shall specify the format and schedule of racing and the method of determination of results.

19.24 System of Gridding:

- (a) The Grid Marshal shall call all competitors to the grid and will allow two minutes for all grid positions to be filled. In the event of a grid being left open at the end of two minutes the vacancy shall be filled by the next qualifying competitor.
- (b) A driver who has qualified for pole position can select which side of the grid he wishes to start from and second pole will assume the opposite position. This does not alter any other grid positions. Pole position to wear a fluoro armband or other form of identification.
- (c) A two-minute board is to be displayed at the Grid gate the moment the first kart leaving the grid has crossed the baulk line. Karts are allowed up to two minutes to clear the grid. If the grid is cleared before two minutes the board is lowered and the drivers are then placed in the hands of the starter, the Grid gate will be closed.
- (d) At temporary circuits the supplementary regulations, the stewards of the meeting or the track inspectors can stipulate that an inline start will be used. If this is specified a single line formation in grid order must be maintained until the starting signal is given. Pole sitter will be responsible for setting a reasonable speed in the roll up laps. This rule will not alter starting procedure as Rule 19.26 or in Rule 16.11.

19.25 Starting Time:

The starting times for racing will be shown in the official programme.

19.26 Starting:

Le Mans type starts are forbidden.

The Starter shall, from the moment the drivers come under "Starters orders" until he has given the starting signal, fulfil all duties of Clerk of Course.

- (i) **Rolling Starts:** Driver must maintain his grid position until the starting signal has been given. Failure to do so may incur a penalty. The Starter will be in a position near the starting area. A driver not in his correct grid position should signify by raising his hand above his head. Hands raised unnecessarily will incur a penalty. The field will complete approximately one full formation lap before the start signal will be given. It is the driver's responsibility to retain his grid position and the Starter is not obligated to allow any additional formation lap to allow a driver who has lost his place to regain it.
- (ii) The practice of weaving to warm tyres during the first rolling lap is permitted except when timed qualifying sessions are used. The first rolling lap will be terminated as karts pass the grid apron the first time including when short circuits or roll up cut off areas are used unless the track licence defines otherwise. Weaving to warm up tyres at any time after leaving grid in Timed Qualifying Sessions is prohibited.

- (iii) The driver on pole position, under direction from the Starter or Clerk of the Course shall set the speed at which all competitors shall approach the starting area in anticipation of a start signal.
- (iv) The starter will give the start signal as soon as he is satisfied with the formation. It is forbidden for drivers to accelerate until the front row of karts have crossed the yellow acceleration line painted on the track surface or the start signal has been given, whichever occurs first.
- (v) All tracks are to have a "no mans land" marked on the track immediately before the starting area. Any kart entering this section of the track before the starting signal is given may be penalised.
- (vi) In the event of karts breaking formation before the start of a race or not complying with the requirements of Rule 19.26 or Rule 17.04 the event may be stopped at the discretion of the Starter and/or the Clerk of Course/Stewards.
The offending driver or drivers may be penalised after the red and white flag is used to return the class to the grid.
Continued offences will lead to exclusion. The effect of giving notice of appeal does not apply to Rule 19.26.
- (vii) **Standing Starts:**
Karts will receive two (2) warm up laps, all karts must be stationary in proper grid order until starting signal is given. A driver whose kart stalls must raise one arm as a signal to warn other drivers. The start signal will be given within ten seconds of all karts becoming stationary. Once all other karts have left the grid any stalled karts may be restarted by persons authorised by Clerk of Course.

19.27 Fuel Sample:

Fuel samples may be taken as required, by methods as per Chapter 22.

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 the Organisers, the home driver will be issued with a special number by the Organisers.

19.29 The direction of racing shall be set out in the Supplementary Regulations.

19.30 Noise (Transferred to Chapter 24 1997).

19.32 Change of Chassis:

Replacement of chassis shall be permitted, if after inspection by Stewards and/or Scrutineers it is determined that the damage to the original frame is beyond repair in the time available, prior to next heat, time trial, etc. The replacement chassis must be scrutineered for compliance with kart specifications and regulations.

19.33 Change of Motors:

When a motor is required for use it must first be presented to the Scrutineer. All motors that have been scrutineered for competition must be presented for final measuring on completion of competition. Cross entry of an engine to different competitors at National Bitumen Championships is not permitted.

- (i) All motors must have an engine number clearly stamped in the crankcase and be fitted with a sealing nut appropriate for the respective type of engine unless specifically noted

in class regulations A Sealing Nut is an extended head or cylinder nut that will allow the fitting of an engine seal / tag. The nut must not be able to turn or be removed once fitted with a seal.

- (a) Engines with integral cylinder and head studs:
One (1) sealing nut and must have a minimum 3mm hole in a cylinder head fin to allow fitting of seal.
- (b) Engines with head studs independent of cylinder studs:
One (1) sealing nut and must also have a 3mm hole in a cylinder head fin to allow fitting of seal. Replace one cylinder-retaining nut (cylinder to crankcase) with an internal hex cylindrical nut to be fitted by the competitor or engine builder during assembly on the drive side for ease of checking.
- (c) Water Cooled Engines:
Two (2) head studs to be replaced by sealing nuts.

- (ii) Motors and components / accessories may be marked or sealed and the engine make, model and number recorded to provide a means of identification for final engine measuring and for spot checking during competition. This may be done before or after time trials, qualifying sessions or grid draw.
- (iii) When a motor, component or accessory that has been marked, sealed or recorded in any way, is required to be replaced, it must first be presented to the Scrutineer for technical inspection.
- (iv) Seals may only be removed by the Scrutineer and where possible after cylinder head volume has been checked.
- (v) Engine Quantities and number of seals allowable.

Class	No of Engines	No of Seals	Alternative
Midgets, Rookies, National, Clubman, ReSa, PRD, Atlas, Formula Australia	2	2	1 engine with 2 seals
Piston Port, Formula 100	3	3	1 engine with 3 seals
200 Clubman	4	6	
200 Super	4	6	
All other classes	2	2	1 engine with 2 seals
FMK	3	3	NO alternate combination

- (vi) Standard Method of Issue of Engine Seals/Tags:
 - Engine tags to be issued to the competitor with passes and entry acknowledgement and detailed against the competitor's entry. Fitting and responsibility notice provided with tags.
 - Competitor to complete scrutineering form nominating the seal number against the engine/number. Competitor to fit seal leaving the tail at full length prior to attending scrutineering.
 - Competitor deemed not to have fulfilled their duty to manage the seals should there be a loss or damage to or failure to produce the correct seals when requested.

19.34 **Change of Tyres:** (Refer Chapter 23 or class technical detail for further information.)

Unless otherwise specified elsewhere in these rules,

- (i) A Competitor is permitted to use only one set of prescribed dry tyres AND only one set of prescribed wet weather tyres in any class, at any event.
- (ii) Competitors may choose to use either the prescribed dry tyres or the prescribed wet weather tyres, according to track conditions, for any part of an event.
 - (a) Kart set up restrictions apply, refer side pod rule R25.02(vii) and diagram ref. E-E.
 - (b) The mixing of dry and wet weather tyres on a kart during competition is not permitted.
- (iii) One damaged or worn out tyre (front or rear) of both the prescribed dry and wet weather tyres may be replaced with the consent of the scrutineer, who will impound the replaced tyre.

19.35 **Multiple Entries of a Kart:**

Any kart entered may be driven by different drivers in different events, provided such alternative drivers have been properly nominated on separate entry forms, and each has satisfactorily completed the required number of practice laps, eg. Junior and Senior Classes.

19.36 **Kart Specifications:**

Unless specifically approved by permit issuing authority, all karts participating in race meetings shall comply with the technical, safety and other regulations and specifications outlined in the current edition of the AKA Karting Manual or subsequent authorised amendments.

19.37 **Local Club Events:**

In addition "LOCAL CLUB EVENTS" may be run in accordance with local conditions and entries, but must comply with the relevant Australian Kart Formula.

19.38 **Consumption of Alcohol/Drugs:**

1. Consumption of alcoholic beverages in the paddock, Parc Ferme or any other portion of the competition venue under the control of the officials is expressly forbidden until all practice or competition activity is concluded for each day.
2. Any driver or crew member who is considered to have consumed any alcoholic beverage on the day of the event or practice shall not be permitted to participate.
3. Other than with the specific permission of a doctor, in writing and available for scrutiny, the use or consumption by any driver or crew member of any medication, or item, known or expected to have a stimulant, depressant, sedative or tranquillising effect is prohibited for a period of 24 hours prior to the commencement of any competition.
4. A driver, Pit crew or official who, in the opinion of the Stewards, is affected by alcohol, medication, drugs or any other cause shall be excluded from the meeting. The minimum penalty for unauthorised use of medication or other item is exclusion from the competition.
5. An appeal against this decision does not suspend the penalty of exclusion.

19.39 **Alcohol and Drug Testing:**

The AKA has adopted the Australian Sports Commissions policy on Drugs in Sport, which is in accordance with the FIA regulations. The IOC list of substances applies. Alcohol and marijuana are also prohibited.

As a condition of entry a driver may be tested at any time for the consumption of alcohol or illegal substances.

The AKA recommends that Breathalyser Units be digital and self-calibrating.

Breathalyser Testing Procedure and Timetable:

Testing as per instructions with the Breathalyser Unit.

If positive (excess of 0.02 mg/100ml) then

- (a) record the reading and time of test
- (b) chaperone the person until a further test can be taken twenty (20) minutes after the first test
- (c) record the second result and time of test

If both tests are positive (in excess of 0.02 mg/100ml) then proceed with a complaint.

AKA DRUGS IN SPORT POLICY

The following policy is to be commissioned by the AKA. It follows the guidelines of the Australian Sports Commission's doping policy and has been approved by that body.

What is AKA Position on Doping?

- 1.1 AKA Incorporated condemns the use of performance enhancing drugs and doping practices in sport. The use of performance enhancing drugs and doping practices is contrary to the ethics of sport and potentially harmful to the health of members and competitors. The only legitimate use of drugs in sport is under the supervision of a physician for a clinically justified purpose.
- 1.2 AKA aims to stop doping practices in sport by:
 - a. imposing effective sanctions on persons who commit doping offences
 - b. educating and informing persons about drugs in sport issues, and
 - c. supporting the drug testing programs and education initiatives of ASDA and other drug testing authorities.
- 1.3 AKA will:
 - a. give ASDA timely and accurate member contact information
 - b. support and assist ASDA to conduct doping control
 - c. make this Policy available to competitors, officials and medical and health practitioners
 - d. develop and implement, in consultation with ASDA and AKA, drug education and information programs for competitors, officials and medical and health practitioners, and
 - e. support the initiatives of the ASC and to stop doping offences in sport.
- 1.4 Competitors and other persons may be subject to investigation and disciplined under this Policy.
- 1.5 AKA will not disclose or use information about a person who is alleged to have, or has committed a doping offence except (for a purpose under this Policy) to:
 - a. the ASC
 - b. the AOC, or
 - c. another person until after:
 - (i) the AKA Tribunal or the CAS has made a determination, or
 - (ii) the CEO has decided not to refer the matter to a hearing.

Who does this Policy Apply to?

- 2 This Policy applies to:
 - a. members
 - b. competitors, officials and
 - c. employees and contractors of AKA Incorporated.

What is a Doping Offence?

- 3.1 A competitor commits a doping offence if:
 - a. a prohibited substance (see Attachment 1) is present within the competitor's body tissue, fluids or expired air, unless except where:
 - (i) the competitor uses the prohibited substance for a therapeutic purpose (see clause 3.4), or
 - (ii) there are exceptional circumstances (see clause 3.5)

- b the competitor uses or takes advantage of a prohibited method, (see Attachment 2) or
 - c the competitor refuses to provide a sample for testing when requested by a drug testing authority.
- 3.2 A person (including a competitor) commits a doping offence if:
- a the person is knowingly involved in trafficking, or
 - b the person knowingly assists, or is knowingly involved in the commission of a doping offence by another person.
- 3.3 A doping offence is proved if a person admits to having committed the doping offence to another person.

Therapeutic Purpose

- 3.4 A person uses a prohibited substance for a therapeutic purpose if:
- a the person had prior written approval prior to testing from a AKA State Medical Assessor or the AKA Chief Medical Assessor for the therapeutic use of the prohibited substance
 - b the level of the prohibited substance in the sample is consistent with the approved therapeutic use, and
 - c [IF] rules permit the therapeutic use of use of the prohibited substance is not inconsistent with the FIA rules (see Attachment 3).

Exceptional Circumstances

- 3.5 Exceptional extenuating circumstances exist if the presence of the prohibited substance is beyond the person's control. For example:
- the person has a natural T/E Testosterone : Epitestosterone ratio above 6:1, or
 - the person is administered the prohibited substance in hospital without their knowledge.
- Exceptional extenuating circumstances do not exist merely because the person:
- a took the prohibited substance inadvertently, or
 - b did not know that the substance was prohibited.
- 3.6 The onus of proof is on the person who claims that:
- a they used a prohibited substance for a therapeutic purpose, or
 - b there are exceptional circumstances.
- The meaning of "therapeutic use" and "extenuating circumstances" may be varied in the case of junior and veteran competitors.

Investigation of a Doping Offence and Referral to Hearing

- 4.1 Where AKA receives information that causes the association to believe that a person may have committed a doping offence, the CEO will investigate the matter.
- 4.2 The CEO will refer the matter to a hearing under clause 4.6 if the CEO:
- a reasonably believes that a person may have committed a doping offence, or
 - b receives a notice from a drug testing authority of:
 - (i) a positive test result by the person, or
 - (ii) a refusal by the person to provide a sample.
- 4.3 The CEO may decide not to refer the matter to a hearing if the person in writing:
- a acknowledges that they have committed the doping offence, and
 - b waives the right to a hearing in relation to:
 - (i) whether the person committed a doping offence, and
 - (ii) what sanction will apply. AKA may then apply a sanction as set out in clause 6.1.

- 4.4 Where the person is subject to the anti-doping policy of the ASC, the CEO will consult the ASC about the ASC's participation in any investigation and hearing. The CEO and the ASC may agree to make a joint referral to a hearing under clause 4.6.
- 4.5 If the CEO decides to refer the matter to a hearing, the CEO will send the person a letter which:
- sets out the nature and basic details of the alleged doping offence
 - says that the CEO will refer the matter to a hearing within 14 days (unless the person gives a written waiver under clause 4.3), and
 - encloses a copy of this Policy.
- 4.6 The CEO will wait 14 days (or a shorter period agreed between the CEO and the person) after sending a letter under clause 4.5 and then will:
- request the National Sports Disputes Centre to appoint a Committee
 - appoint the CAS, or
 - appoint an AKA Tribunal established in accordance with the rules of AKA to conduct a hearing. At least one of the Members of the Tribunal must be legally qualified and at least one must be a current member of AKA National Medical Committee
- 4.7 The CEO may withdraw the referral to a hearing under clause 4.6 at any time until the hearing commences if the person gives a written waiver under clause 4.3.
- 4.8 The CEO may:
- suspend financial or other assistance to the person, and
 - suspend the person from competition in events and competitions conducted by or under the auspices of AKA until the determination of the hearing.
- 4.9 The AKA Tribunal or the CAS will determine:
- whether the person has committed a doping offence, and if so
 - what sanction will apply, and
 - how long the sanction will apply.

How are Hearings Conducted?

- 5.1 A person alleged to have committed a doping offence has a right to a hearing unless the circumstances in clause 4.3 apply. A person who has acknowledged that they have committed a doping offence may request a hearing on sanction (penalty) only.
- 5.2 If the CAS conducts the hearing, it will conduct the hearing as set out in the Code of Sport-related Arbitration. Where a AKA Tribunal conducts the hearing, the AKA Tribunal:
- will conduct the hearing in the manner the AKA Tribunal determines
 - will conduct the hearing:
 - with as little formality and technicality, and
 - as quickly as proper consideration of the matter permits
 - may conduct the hearing by telephone or other conference facility
 - may examine and cross-examine witnesses
 - may appoint a legal representative or other person to assist it, and
 - may allow the person alleged to have committed a doping offence to:
 - examine and cross-examine witnesses, and
 - be assisted by a legal representative or other person.
- 5.3 The hearing AKA Tribunal or the CAS will accept the result of a test conducted by a drug testing authority, unless:
- the drug testing authority did not substantially comply with the applicable drug testing procedures, and

- b that noncompliance casts serious significant doubt on the result. The onus of proof is on the person who claims the AKA Tribunal or the AKA should not accept the result.

5.4 The AKA Tribunal or the CAS will give the CEO a written statement of:

- a the findings of the hearing
- b what sanction (if any), if any, will apply, and
- c how long the sanction (if any) will sanction, if any, will apply.

What Sanctions Apply?

6.1 Where the AKA Tribunal or the CAS determines that a person has committed a doping offence, it will decide whether apply one or more of the following sanctions. will apply.

The AKA Tribunal or the CAS may:

- a ban the person from taking part, in any competition in Australia or in international competition
- b ban the person from competing in any events and competitions conducted by or under the auspices of AKA
- c make the person ineligible to receive direct or indirect funding or assistance from AKA Incorporated
- d ban the person from holding any position within AKA
- e require that the person remain on ASDA's register for the purpose of out-of-competition testing
- f recommend that:
 - (i) AKA
 - (ii) the ASC
 - (iii) the AIS, or
 - (iv) the AOC require the person to repay financial assistance given to the person from the date of the doping offence.
- g require the person go to counselling for a specified period
- h withdraw awards, placings and records won in events and competitions conducted by or under the auspices of AKA from the date of the doping offence, and/or
- i give reprimand the person. a warning [alternative: or reprimand].

6.2 Where the AKA Tribunal or the CAS determines that an employee or member of AKA Incorporated has committed a doping offence, AKA will take disciplinary action against the employee or member.

6.3 Where the AKA Tribunal or the CAS:

- a determines that a person has not committed a doping offence because:
 - (i) the person used a prohibited substance for a therapeutic purposes, or
 - (ii) there were exceptional extenuating circumstances, but circumstances, and
- b considers that the person had an unfair advantage (because of the presence of the prohibited substance) in a competition or event conducted by or under the auspices of AKA the AKA Tribunal or the CAS may disqualify the person from that competition or event and withdraw awards, records and placings won by the person in that competition or event.

How Long do Sanctions Apply for?

7.1 Where the doping offence involves:

- a anabolic androgenic steroids
- b peptide glycoprotein hormones or analogues
- c a prohibited method

- d a refusal to provide a sample, or
- e trafficking

sanctions under clauses 6.1(a), (b), (c), (d) and (e) will apply for:

- a a minimum of two years for a first doping offence, and
- b life for a second doping offence.

- 7.2 In all other cases, sanctions under clauses 6.1(a), (b), (c), (d) and (e) will apply for:
- a the period that would apply under the FIA anti-doping policy, or
 - b if the FIA anti-doping policy does not specify a period for the doping offence:
 - (i) three months or less for a first doping offence
 - (ii) two years for a second doping offence, and
 - (iii) life for a third doping offence.

7.3 The AKA Tribunal or the CAS may consult the MAP for assistance in interpreting a positive test result. In exceptional an appropriate cases the AKA Tribunal or the CAS may vary the period in clause 7.1 or 7.2 on the basis of the MAP's interpretation and/or recommendation.

7.4 The sanction will apply from the date of the doping offence unless the AKA Tribunal or the CAS decides otherwise.

How will AKA Enforce Sanctions?

8.1 AKA will enforce the sanction decided by the AKA Tribunal or the CAS if the sanction is consistent with this Policy.

8.2 AKA may appeal under clause 102.1 if the CEO believes the sanction is inconsistent with this Policy.

8.3 AKA will recognise and enforce a sanction properly imposed on a person who has committed a doping offence under the anti-doping policy of by:

- a AKA
- b the IOC , or
- c another organisations recognised by the ASC where the offence would be a doping offence under this Policy. Whether or not the finding of a doping offence or the sanction are consistent with this Policy.

8.4 The CEO must inform:

- a the person
- b any relevant sporting organisations
- c the ASC
- d ASDA, and
- e the AOC of the offence and the sanction applied by the AKA Tribunal or the CAS. The CEO may then inform other persons or organisations as the CEO thinks appropriate.

8.5 AKA may reinstate financial or other assistance to the person that the CEO suspended under clause 4.8.

Review of a Finding of a Doping Offence or a Sanction

9.1 A person may make an application to the CEO for review of a finding of a doping offence or a sanction where new and relevant information becomes available which was:

- a not considered by the AKA Tribunal or the CAS at the hearing, and
- b not available to the person at the time of the hearing.

- 9.2 The application must:
- be in writing, and
 - set out the new and relevant information.
- 9.3 The CEO will consider the application and may refer the application to the AKA Tribunal or the CAS to:
- review the finding that the person committed the doping offence, and
 - decide whether to reduce or withdraw the sanction.
- 9.4 A sanction will normally remain in force during the review unless the AKA Tribunal or the CAS decides otherwise.
- 9.5 The CEO must inform:
- the person
 - any relevant sporting organisations
 - the ASC
 - ASDA
 - the AOC, and
 - any person or organisation informed of the original determination under clause 8.4 of any change to the original determination as a result of the review. The CEO may then inform other persons or organisations as the CEO thinks appropriate.

How Can a Person Appeal a Decision?

- 10.1 A person (including AKA) aggrieved by a decision under this Policy may appeal to the CAS Appeals Division.
- 10.2 The CAS Appeals Division will re-hear the matters appealed against as set out in the Code of Sport-related Arbitration.
- 10.3 A party to the appeal may:
- appear in person (a body corporate may be represented by any of its officers), or
 - be represented by a legal or other representative.
- 10.4 The decision of CAS Appeals Division will be final and binding on the parties to the appeal. No person (including AKA) may institute or maintain proceedings in relation to the appeal in any court or tribunal other than the CAS Appeals Division.
- 10.5 The sanction will remain in force during the appeal unless CAS Appeals Division decides otherwise.

Retirement and Comebacks

- 11.1 A person may retire from competition by notifying AKA in writing.
- 11.2 The person's retirement date will be the date AKA receives the notice.
- 11.3 Retirement does not:
- excuse the person from giving a sample requested before their retirement date
 - prevent the analysis of a sample given by the person before their retirement date, or
 - affect the results of testing under (a) or (b) above.

- 11.4 A person may make a written request to AKA for reinstatement one year after their retirement date. The request is taken to be made on the date AKA receives the request.
- 11.5 Reinstatement will be at the discretion of AKA, not be automatic.
- 11.6 This Policy will apply to the person from the date of their reinstatement request.
- 11.7 During the six month period following the reinstatement request the person may be tested:
- as required by AKA and FIA rules, and
 - at the discretion of ASDA.
- 11.8 A retired person may not compete in competitions and events conducted by or under the auspices of AKA until the following periods expire:
- For international competitions and events.
 - Two years from the date of the reinstatement request.
 - For domestic competitions and events
Six months from the date of the reinstatement request.
- 11.9 A person may apply to the CAS Appeals Division to be eligible to compete in international competitions and events before the period set out in clause 11.8 expires.
- 11.10 A person may apply to the CEO to be eligible to compete in domestic competitions and events before the period set out in clause 11.8 expires.

What do Words used in this Policy Mean?

- 12.1 In this Policy:
- "AIS" means the Australian Institute of Sport.
- "CEO" means the Chief Executive Officer of AKA Incorporated.
- "AOC" means the Australian Olympic Committee Inc.
- "ASC" means the Australian Sports Commission established by the Australian Sports Commission Act 1989. "ASDA" means the Australian Sports Drug Agency established by the Australian Sports Drug Agency Act 1990. "competitor" means a person who:
- participates (whether in competition or out-of-competition) in a sporting activity conducted by or under the auspices of AKA, or
 - uses the facilities of AKA.
- "CAS" means the Court of Arbitration for Sport (Oceania Registry).
- "Chief Executive" means the person appointed to manage the affairs of [NSO] as provided for in [NSO]'s constitution and by-laws "drug testing authority" means:
- ASDA, or
 - an agency appointed by ASDA, or AKA Incorporated or a national drug testing authority which:
 - operates under its own statute, rules and regulations, and
 - has samples analysed by an approved or an IOC accredited laboratory, or
 - an agency which conducts testing on competitors for the detection of prohibited substances where:
 - the methods of testing substantially accord with AKA or IOC procedures, and
 - the sample is analysed by an approved or an IOC accredited laboratory.
- "FIA" means the Federation Internationale de l'Automobile, the sole International sporting body entitled to make and enforce regulations for the control of automobile competitions.
- "IOC" means the International Olympic Committee created by the Congress of Paris of 23

June 1894 which is entrusted with the control and development of the Modern Olympic Games pursuant to the Olympic Charter.

"MAP" means the Medical Advisory Panel which is a committee of medical experts and where appropriate other experts appointed by the ASC operating under rules and procedures approved by the ASC. "member" means:

- a a person who, or body which, is a member of AKA Incorporated, or holds a AKA licence
- b a person who, or body which, is affiliated with AKA Incorporated, or
- c a person who is a member of a body which is a member of or affiliated with AKA and includes a person taking part in, or involved in or associated with (eg. as a driver, entrant, competitor, team manager or member, official, medical or allied health practitioner) any sporting activity conducted, authorised or recognised by AKA.

"AKA Incorporated" includes "AKA" and its member and affiliated organisations.

"National Sports Dispute Centre" means the National Sports Disputes Centre Pty Limited Incorporated (ACN 072 380 217).

"official" means a person who administers, manages, assists or is otherwise involved in motor sport under the auspices of AKA Incorporated other than as a competitor, or medical or analogous health practitioner.

"positive test result" means a result of a test by a drug testing authority which shows the presence of a prohibited substance in a sample.

"prohibited method" means a method prohibited under the anti-doping policy of AKA Incorporated (see Attachment 1)

"prohibited substance" means a substance prohibited under the anti-doping policy of AKA Incorporated (see Attachment 2) "recognised medical authority" means:

- a the MAP, or
- b an authority recognised by the MAP which may authorise the use of a prohibited substance.

"sample" means human biological fluid, expired air or tissue.

"testing" means the requesting, collecting and analysis of a sample.

"trafficking" means:

- a manufacturing, extracting, transforming, preparing, storing, expediting, transporting, importing, transiting, offering (whether subject to payment or free of charge), distributing, selling, exchanging, brokering, obtaining in any form, prescribing, commercialising, making over, accepting, possessing, holding, buying or acquiring in any manner a prohibited substance
- b financing or serving as an intermediary for the finance of any of the activities in paragraph (a)
- c provoking in any way the consumption or use of a prohibited substance, or
- d being knowingly concerned or involved in a prohibited method other than for personal use by an athlete and/or for therapeutic purposes in the course of the legal exercise of professional medical, pharmaceutical or analogous activities. 12.2 Words in the singular include the plural and vice versa.

12.2 A person includes a body corporate.

ATTACHMENT 1

Prohibited Methods of Doping

A. BLOOD DOPING

Blood transfusion is the intravenous administration of red blood cells or related blood products that contain red blood cells. Such products can be obtained from blood drawn from the same (Autologous) or from a different (non-Autologous) individual. The most common indications for red blood transfusion in conventional medical practice are acute blood loss and severe anaemia. Blood doping is the administration of blood or related red blood products to an athlete. This procedure may be preceded by withdrawal of blood from the athlete who continues to train in this blood depleted state. These procedures contravene the ethics of medicine and of sport. There are also risks involved in the transfusion of blood and related blood products. These include the development of allergic reactions (rash, fever etc.) and acute haemolytic reaction with kidney damage if incorrectly typed blood is used, as well as delayed transfusion reaction resulting in fever and jaundice, transmission of infectious diseases (viral hepatitis and AIDS) overload of the circulation and metabolic shock. Therefore the practice of blood doping in sport is banned by AKA Incorporated and the IOC Medical Commission. AKA Incorporated and the IOC Medical Commission bans Erythropoietin as method of doping (see section I, Doping Classes, F-Peptide hormones and analogues).

B. PHARMACOLOGICAL, CHEMICAL AND PHYSICAL MANIPULATION

Pharmacological, chemical and physical manipulation is the use of substances and of methods which alter, attempt to alter or may reasonably be expected to alter the integrity and validity of urine samples used in doping controls, including, without limitation, catheterisation, urine substitution and or tampering, inhibition of renal excretion such as by probenecid and related compounds and epitosterone application. The success or failure of a prohibited substance or method is not material. It is sufficient that the said substance or procedure was used or attempted for the infraction to be considered as consummated.

ATTACHMENT 2

Prohibited Substances in AKA Permitted Motor Sport

A BROAD CLASSES OF SUBSTANCES PROHIBITED IN MOTOR SPORT INCLUDE:

- 1 STIMULANTS eg. amphetamines, cocaine, ephedrine, salbutamol (Ventolin) and terbutaline (Bricanyl). The latter two are permitted by inhaler only and only with prior written notification of the physician. Caffeine is permitted provided the concentration in the urine does not exceed 12 micrograms/mL.
- 2 NARCOTIC ANALGESICS eg. diamorphine (heroin), methadone, morphine, pentazocine, pethidine and related substances.
- 3 ANABOLIC AGENTS (anabolic androgenic steroids) eg. fluoxymesterone, methenolone, nandrolone, oxandrolone, stanozol, testosterone and related substances.
- 4 DIURETICS eg. chlorthalidone, frusemide, hydrochlorothiazide, spironolactone and related substances. These are widely used for the elimination of excess fluid from tissues in certain pathological conditions and in the treatment of high blood pressure.

They may be misused by competitors for two main reasons: to reduce weight quickly in sports where weight categories are involved, and to reduce the concentration of drugs by diluting the urine.

- 5 PEPTIDE AND GLYCOPROTEIN HORMONES AND ANALOGUES eg. HCG, ACTH, H. Administration of these compounds increases the rate of production of the body's own steroids and is considered equivalent to the administration of steroids. Erythropoietin induces changes similar to blood doping and is therefore prohibited. In addition to the IOC list of prohibited substances, AKA Incorporated may prohibit or restrict the use of the following substances:
- 6 ANTIHISTAMINES ("anti-allergy" drugs). The older antihistamines (eg. pheniramine, diphenhydramine, promethazine, chlorpheniramine etc.) have been shown to impair motor skills and judgement and may have an additive effect with other medications. They should not be taken in the twenty-four hours prior to a motor sport event. The newer "non-sedating" antihistamines (terfenadine, loratadine, astemizole and cetirizine) have not been shown to significantly impair motor skills or judgement and are permitted.
- 7 PSYCHIATRIC DRUGS. Most of the psychiatric medications are liable to cause some degree of drowsiness or diminished concentration or motor performance. These drugs are also used to treat many conditions which are themselves a contraindication to participation in motor sport. However the individual response to these drugs is very difficult to predict and the drugs may be taken for many different conditions and in greatly varying dosages. In general, the following drugs are prohibited if currently taken:

- tricyclic, tetracyclic and MAOI antidepressants
- antipsychotics
- minor tranquillisers and sedatives
- CNS stimulants (included on the IOC list)

If a person has been taking any of these drugs on a regular basis, a period of at least two weeks should elapse before they can be assessed for fitness to participate in motor sport. The drugs which may be permitted after individual assessment include:

- maintenance treatment with SSRI or RIMA antidepressants
- maintenance treatment with "mood stabilisers" (eg. lithium, carbamazepine or sodium valproate)

B. CLASSES OF DRUGS SUBJECT TO CERTAIN RESTRICTIONS IN MOTOR SPORT

Alcohol

Tests may be conducted for ethanol. The blood alcohol content must be 0.02mg/100mL. Positive results will lead to sanctions. Marijuana Tests may be conducted for cannabinoids (Marijuana, Hashish etc) Positive results will lead to sanctions.

Local anaesthetics

Injectable local anaesthetics are permitted under the following conditions:

- A that bupivacaine, lidocaine, mepivacaine, procaine etc. are used but not cocaine. Vasoconstrictor agents (eg. adrenaline) may be used in conjunction with local anaesthetics.
- B only local or intra-articular injections may be administered;
- C only when medically justified. In agreement with International Sports Federations and the responsible authorities, notification of the permitted use may be necessary except for dental application. The details including diagnosis, dose and route of administration must be submitted prior to the competition or, if administered during the competition, immediately after injection, in writing to the relevant medical authority. Corticosteroids. The use of corticosteroids is banned except:
 - A for topical use (mucosal) but not rectal;

- B by inhalation;
- C by intra-articular or local injection.

The IOC Medical Commission has introduced mandatory reporting of athletes requiring corticosteroids by inhalation during competitions. Any team doctor wishing to administer corticosteroids by inhalation or by local or intra-articular injection, or by inhalation, to a competitor must give written notification prior to the competition to the relevant medical authority.

Beta-blockers, eg:

Alprenolol, atenolol

Metoprolol, oxprenolol

Propranolol; and related substances.

The IOC Medical Commission has reviewed the therapeutic indications for the use of betablocking drugs and noted that there is now a wide range of effective alternative preparations available in order to control hypertension, cardiac arrhythmias, angina pectoris and migraine. Due to the continued misuse of beta-blockers in some sports where physical activity is of no or little importance, the IOC Medical Commission reserves the right to test those sports which it deems appropriate.

C. SUMMARY OF IOC REGULATIONS FOR DRUGS WHICH NEED PHYSICIAN WRITTEN NOTIFICATION

SUBSTANCES	PROHIBITED	AUTHORISATION WITH NOTIFICATION	AUTHORISED WITH-OUT NOTIFICATION
Selected beta-agonists* corticosteroids	Oral	Inhalation	
	Systemic injections		
	Oral	Inhalation	Topical (mucosal)
Local anaesthetics**	Systemic injections	Local injections, Intra-articular injections	
			Dental
			Local injections*** Intra-articular injections***

* salbutamol, salmeterol, terbutaline; all other beta-agonists are prohibited.

** except cocaine, which is prohibited

*** in agreement with some International Sports Federations, notification may be necessary in some sports.

D. FURTHER INFORMATION

For further information please refer to the Medical Assessor in your state or phone the Drugs in Sport Hotline - 1800 020 506. See also the IOC list of prohibited substances.

ATTACHMENT 3

FIA Policy on Drugs in Sport

The FIA policy on drugs in sport, as advised in Appendix L, Chapter II, Article 4 of the 1998 FIA yearbook follows.

4. ANTI DOPING TESTS

4.5 General:

The following measures are advocated to combat doping:

- * prevention
- * controls
- * sanctions

4.1.1 Prevention

Prevention is the joint responsibility of the ASNs and the FIA by means of:

- * Information
- * Education

4.1 Controls

4.1.2.1 The reference list of substances (section 1) and of methods (section 11) which are forbidden is that drawn up and regularly updated by the IOC for motor sport, test may also be carried out to detect the presence of alcohol (section III A) marijuana (section III B) and beta blockers (section III E).

4.1.2.2 The following conditions must be fulfilled:

- * the presence of a doctor delegated by the ASN and/or FIA;
- * for sampling during a competition, the presence of one of the Stewards of the meeting or one member of race control
- * the respect of professional confidentiality;
- * the respect of the basic rights of the driver undergoing the test: assistance from a third party of his choosing who is at the site at the time of the sampling
- * The possibility of a counter analysis;
- * analyses and possible counter-analyses to be carried out obligatory by a laboratory accredited by the International Olympic Committee.
- * justification of a therapeutic nature must be taken into account;

4.1.2.3 Samples may be taken either:

- A at the request of the ASN concerned, or the AKA or
- B at the request of the FIA;

Furthermore,

C at the request of the President of the FIA, spot checks may be carried out both during competitions and at other times. In case (a), the FIA should be notified as quickly as possible. In the case of (b) the FIA should inform the ASN concerned at least 20 days prior to the test. If a spot test is to be carried out, the ASNs concerned will receive no prior notification. Any driver designated for testing is obliged to submit himself to such tests; if he does not, he will be liable to a sanction under article

4.1.3 For (b) and (c), the ASNs of the drivers undergoing the tests will be notified of the results.

4.1.2.4 The President of the FIA must be notified immediately of the results of the analyses, either directly, by the laboratory which carried out the tests (FIA spot check), or, in other cases, by the ASN of the country in which the tests were carried out.

4.1.2.5 The following are responsible for designating the drivers to be tested:

- a during an event: the Stewards of the meeting;
- b at other times; the President of the FIA.

4.1.2.6 Samples will be taken at the following times:

at the latest, one hour after the finish of the race, the end of the practice session, or the official notification of a withdrawal.

* For out of competition testing: at any time. The quantity of urine collected should be sufficient to allow analysis and possible counter-analysis (75ml. In two hermetically sealed containers with an attestation by the delegated doctor affixed, one of which will be preserved with all suitable precautions for the requirement of a possible counter-expertise).

4.1.2.7 Should the analysis of one of the samples prove positive, the driver will be notified immediately by the ASN or AKA. A counter-expertise may be carried out at the request of the driver concerned within the eight days following the notification of the results. The cost of this counter-expertise will be charged to the driver, and will be refunded should the second analysis prove negative.

4.1.3 **Sanctions**

Any justification of a therapeutic nature which may have been invoked having been taken into account, any driver declared positive shall be referred to the sporting jurisdiction of his ASN or AKA and judged according to articles 152 and 153 of the Sporting Code. Furthermore, for infringements of a particularly serious nature, the FIA may substitute for the ASN or AKA to judge a driver who has been declared positive, in accordance with the above-mentioned articles. In this case, the competent ASN or AKA cannot refuse to bring an appeal before the International Court of Appeal on behalf of the party concerned.

CHAPTER 20 - NATIONAL AND STATE CHAMPIONSHIP EVENTS

The following regulations shall be strictly adhered to by any person or Club given the authority to promote a National and State Championship.

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 out, the National Body may re-locate the Competition.

20.02 **Circuit Standard:**

National and State Championships will only be conducted on circuits of a minimum 6 meters wide throughout their entire length. Straights to be a minimum of 7 metres wide (definition of a straight over 80 metres).

Circuit Grading and Lengths:

International - International Events.

FMK Regulations apply.

A GRADE - National Sprint Championship.

Circuits to be a minimum length of 700 metres.

B GRADE - National Dirt Track and all State Championships.

Circuits to be a minimum length of 350 metres.

C GRADE - Open and Closed Meetings.

Maximum length of any circuit to be 1.5km.

These gradings are subject to the discretion of the NKC/SKC.

20.03 **Optional:** State Championships, may be split into series or divisions, which may be run at separate venues on separate dates.

20.04 **Circuit Plan and Modifications:** Plan of all circuits, parc ferme area and competitors facilities are to be sent to the AKA and be certified by the State Track Inspector as correct. Prior to a State or National Championship being conducted on a modified circuit, the Organisers of the event shall be required to satisfactorily conduct at least one race meeting on that circuit.

20.05 Deleted 2001

20.06 **Title Events:** It is recommended that where special regional events are held in each State that these be called "Titles", so that the Regulations that strictly govern Championship Events may be adjusted to local conditions and entries.

20.07 **Application for Permit:** Promoters shall, at least three (3) months prior to the date of the meeting furnish the State Secretary with three (3) **complete** copies of the proposed Supplementary Regulations as per Pro Forma (Appendix 1). These proposed Supplementary Regulations with the appropriate fee are to be in the hands of the AKA Secretary ten weeks prior to the first day of competition. Supplementary Regulations and entry forms are not to be issued until the approval of the AKA (through the State Secretary) is given for the appointment of the officers listed and other details as appropriate.

Non compliance with this rule will be the imposition of a fine of \$25 per day for each day late. The fine to be the responsibility of the State Body with redress to the Club concerned. All appointed officials must be sent a copy of the Supplementary Regulations as soon as approved.

20.08 Private Practice Prior to Qualifying at 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.

20.09 Timing and Lap Scoring Recording System at National and State Bitumen Championships:

- (a) For time trials, the electronic equipment shall be the 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 as a backup.

20.10 Promotional Material:

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

20.11 Preference for National Bitumen Championship and FMK/FIA Oceania Championship Events:

- a) During the conduct of National Championships:
 - (i) No other karting events will be authorised in the same state
 - (ii) In OTHER states only closed or normal sprint race meetings may be held.
 - (iii) No adjoining state is permitted to conduct a major event other than a normal meeting.
- c) During the conduct of the Oceania Championship
(provided 12 months notice is given for specific date)
 - (i) No other karting events will be authorised in the same state.
 - (ii) In OTHER states, no other major (championship) events can be authorised.

20.12 Entries:

- (a) It shall be the responsibility of the Promoters to send entry forms and approved Supplementary Regulations to each State Secretary at least two months prior to the Meeting. The State Secretaries shall be responsible for the distribution of the entry forms to their respective affiliated Clubs.
- (b) Entries for National and State Championships shall close **a minimum of twenty one (21) days** prior to the first day of competition and to be considered as entries must be at the organising club address at that time.

Late entries will not be accepted under any circumstances.

The promoting club reserves the right to accept fax entries if they wish to do so and if credit card details are supplied. If this is adopted it will be stipulated in the supplementary regulations and the promoting club may charge a handling fee of \$3.00 (to fax entries only) for mailing of passes and results etc.

- (c) If there are insufficient entries to constitute a Class **a minimum of twenty one (21) days** prior to the event, the Class will NOT be contested. All drivers whose entry is not accepted for any Class shall be notified as soon as possible and entry fee will be returned.

20.13 **Entry Fee:**

- (a) **National Sprint Championship** submitted to NKC at conference preceding allocated year. (submission should include the practice fees and entry to the circuit for the driver and two pit crew)
 - (i) **2001 National Sprint Championship:**
Entry Fee shall be **One Hundred and twenty dollars (\$140.00) including GST, per Driver, per Kart, per Class.** (Tyre pooling / purchasing costs will be extra).
All fees and entry to the circuit for the driver and two pit crew from 9 April 2001.
- (b) **Australian Championships for CIK Classes:** Entry fee shall be decided by the NKC.
- (c) **State Sprint Championships:** Entry Fee shall be decided by the State Karting Councils

20.14 **Entry Form:** The provisions contained in the Entry Form herewith shall be read in conjunction with, and shall form part of these regulations.

1. Entry Forms which are incomplete or not accompanied by the appropriate entry fee will be rejected.
2. The making of a false or incorrect statement on an entry form may result in the non-acceptance of the entry.
3. Multiple entries from one entrant in any one class will be accepted provided different drivers are specified with each entry in that Class. A driver may only QUALIFY and race one (1) entry per class. A separate entry form is required for each entry.
4. 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.
5. Each entry must be accompanied by two stamped self-addressed envelopes for postage of Addendum to Supplementary Regulations, gate passes and provisional results.

In exceptional circumstances the NKC may give approval for lesser entries in a particular class/classes to be run at Championship Events. The initial request must be made by the promoting club and such decision may be made by phone hook-up.

20.15 **Standing Regulations**

Standing regulations as laid down in this manual (chapter19) shall be used for all National and State Championships

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.

20.17 **Trophies:**

- (a) Promoters for National Championships shall provide trophies to a minimum value of \$300 per Class. Trophies for State Championships shall be a minimum of \$150 per Class.

- (b) Promoters shall, within fourteen (14) days of the event furnish to the Secretary of the AKA three (3) copies of the financial statement of the monies received for nominations and a detailed list of the exact amount spent on trophies. Where trophies have been donated, a list is required of the donors and the value of the donated trophies. The trophy allocation shall be based on entries received fourteen (14) days prior to the meeting.
- (c) **NATIONAL SPRINT CHAMPIONS:** Will be allocated GREEN number plates with yellow numbers bearing their own state number for the period they remain a National Champion. The plates are to be used only in the class they were awarded. (First Place Only.) (Sprint and Dirt.) (Number plates for National Champions are to be issued by the Promoting Club and available for presentation with the Trophies.)
- (d) **STATE SPRINT CHAMPIONS:** Will be allocated BLUE number plates with white numbers bearing their own state number for the period they remain a State Champion. The plates are to be used only in the class they were awarded. (First Place Only.) (Sprint and Dirt.) (Number plates for State Champions are to be issued by the Promoting Club and available for presentation with the Trophies.)

20.18 **Eligibility of Entrants/Drivers:** Eligibility is limited to drivers who are holders of a current A or B Grade AKA licence for National Sprint Championship and a current A, B or C Grade AKA licence for State Sprint or Dirt Track Championships and National Dirt Track Championships. Drivers are reminded that they must carry their licence at all times during practice and the meeting, as they will be required to produce same for checking and identification. (See Rule 13.14.)

20.19 **Provisional Licence Holders** are not eligible for State or National Championships.

20.20 **Engine and Chassis Sealing:**

All engines must have provision for sealing in accordance with R19.33.

20.21 **Events**

(1) Classes eligible for **2001, 2002** National Championships are as follows :

SENIORS	JUNIORS
100cc Formula 100 Light	100cc Clubman
100cc Formula 100 Heavy	100cc National – Light
100cc Clubman – Light	100cc National – Heavy
100cc Clubman – Heavy	
100cc Clubman - Super Heavy	
100cc Formula Australia - Light	
100cc Formula Australia - Heavy	
100cc Formula Australia - Super Heavy	
100cc National – Light	
100cc National – Heavy	

NOTE: No additional classes shall be run at National Championships

(2) Classes eligible for the Australian Championships for FMK Classes are as follows:

SENIORS	JUNIORS
Formula A	Intercontinental A Junior
Intercontinental A	

(3) Classes eligible for the Australian Masters Games are as follows :

	Age Categories
100cc Formula 100 Light	
100cc Formula 100 Heavy	30 – 39
100cc Clubman - Light	40 – 49
100cc Clubman - Heavy	50 & over
100cc Clubman – Super Heavy	
100cc National – Light	
100cc National – Heavy	

Classes eligible for State Championships will be those listed under National Championships. Up to an additional six (6) classes may be run as approved by the State Karting Council.

20.22 Method of Racing: FOR NATIONAL SPRINT CHAMPIONSHIPS:

1. UNDERSUBSCRIBED CLASSES:

- a) Time trial or timed qualifying sessions.
- b) Heat one: Grid positions as per qualifying (fastest time to grid position one, and so on)
Heat two: Grid positions as per qualifying (fastest time to grid position one, and so on)
each heat to be run over a distance of 7km minimum.
- c) One (1) prefinal. Lowest points from heats one and two to Grid One, and so on.
to be run over a distance of 11km minimum
- d) One (1) Final: 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 grid position from prefinal.
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 (refer R5.03) except during timed qualifying then R19.17e applies
- (g) Ties between karts on points from Heats will be decided by Qualifying position.
- (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.
- (i) 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:**

- (a) Time Trials or Timed Qualifying Sessions.
After time trials or timed practice all but the last five (5) grid positions are filled immediately for the heats. The last five (5) positions for the heats are filled from the results of the REPECHARGE RACE between the remainder of the competitors up to track capacity.
- (b) One (1) Repechage - grid positions as per qualifying (faster time to grid position one, and so on).
to be run over a distance of 11kms minimum.
- (c) Heat 1 - grid positions as per qualifying (fastest time to grid position one, and so on) plus first five place getters from repechage
Heat 2 - grid positions as per qualifying (fastest time to grid position one, and so on) plus first five place getters from repechage
Each heat to be run over a distance of 7kms minimum.
- (d) One (1) Pre-Final: - Lowest points from heats 1 and 2 to grid 1, and so on.
To be run over a distance of 11kms. minimum.
- (e) One (1) Final: The finishing order from Pre-Final to grid 1, and so on, non finishers in the prefinal will be grided at the rear of the field in order of laps completed, then grid position from prefinal.
To be run over a distance of 16kms. minimum.
Finishing Order of the final determines the winning positions in each Championship Class.
- (f) 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.
- (g) Karts underweight will be deemed non-finishers.
- (h) Ties between karts on points from Heats will be decided by Qualifying position.
- (i) 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.
- (j) 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.

20.23 **Method of Racing: FOR STATE SPRINT CHAMPIONSHIPS**

The system of racing for State Sprint Championships shall be decided by the State Karting Council.

SAMPLE - APPENDIX 1

TO BE PRINTED COMPLETE BY ORGANISING CLUB AND ISSUED WITH ENTRY FORM

AUSTRALIAN KARTING ASSOCIATION STANDARD FORMAT FOR SUPPLEMENTARY REGULATIONS

1. Authority

The meeting will be held under the International Sporting Code of the FIA, the General Karting Regulations of the AKA and any further addendums and bulletins to the regulations.

Permit Number :- (AKA to insert permit number when approved)

2. Organisers

Insert here the name and address and phone numbers of the organising club.

3. Date and Place of Meeting

Insert the date(s) of the meeting and the name and address of the circuit. At some circuits it may also be necessary to specify the specific track to be used and the direction of racing.

4. Officials of the Meeting

Chief Steward: (insert name)

Steward: (insert name)

Clerk of Course: (insert name)

Noise Control Marshall: (insert name)

(These are the minimum officials to name)

5. Classes to Compete

Insert the classes that events will be provided for, including the weight divisions. These must be consistent with the Karting Manual.

6. Entry

The fee for entry in each event shall be (insert amount - this may vary for each class)

The date and time for close of entry shall be (insert time and date)

Describe the grade of licence that will be required for competition in each class and whether provisional licence holders are eligible to enter.

7. Minimum Entries

The minimum number of entries per class shall be (insert number). **If insufficient entries are received for a class, classes may be cancelled or combined at the discretion of the Organiser.**

8. Format of Racing

Specify here the format of racing, including :-

Specify if standing starts are to be used for any classes.

Specify if time trials are to be conducted.

The number of heats, pre-finals and finals, including the number of laps for each.

The method for determining grid placings for heats, pre-finals and finals.

The point system to be used.

The method for determining the winner of each event.

If the event is a "local club event" (Refer rule 19.39), use this space to clearly define any regulations applicable to the local conditions.

9. Timetable

Close of entry (insert time/s)

Scrutineering (insert time/s) (insert place)

REFERENCE AKA RULE

R1.07, R11.02

R19.29

R19.23

R19.39

Official Practice *(insert time/s)*
Drivers Briefing *(insert time/s) (insert place)*
Racing *(insert time/s)*
Presentations *(insert time/s)*

REFERENCE
AKA RULE

10. Mechanical Breakdown Lane

A mechanical breakdown lane *will/will not be in use.*

R17.06

11. Blue and Red Double Diagonal Flag

The blue and red double diagonal flag *will / will not be used during this meeting. Refer Rule 15.13.*

R15.13

12. Abandonment or Postponement

The organisers reserve the right at their sole discretion to abandon, postpone or cancel any event(s) subject to Rule 11.09.

R19.02, R11.09

13. Prizes

State here the prizes and trophies that shall be awarded.

14. Insurance

Insurance has been affected for this meeting in accordance with Chapter 3.

15. Noise Levels

Maximum permissible noise levels shall be in accordance with Chapter 24. *(If a club wishes to adopt a lower noise level then the specific level in dBA shall be stated here)*

R24.2.4

The nominated judge of fact for the measurement of noise levels shall be *(insert name of person).*

R24.3.1

If additional noise penalties are to be applied then they should be stated here. Refer Rule 24.7.3

R24.7.3

16. Fuel (refer Rule 25.14)

The organisers wish to inform competitors that premium unleaded fuel is not available within 40 kms of the circuit. In accordance with Rule 25.14 (vii), super grade petrol may be used. *(insert this clause if applicable)*

R25.14 (vii)

If a controlled fuel will be in use at this meeting, insert an appropriate statement here along with details of availability and cost.

R25.14 (viii)

If fuel testing is to occur, advise here and the control fuel to be used.

17. Judges of Fact

List here any judges of fact that will operate at the meeting. Also clearly state the fact that they will judge. These must only be matters that are not open to appeal under the competition rules.

R4.17 (c)

The Starter shall be the judge of fact while under the starters control and will determine competitors who break the start order, impede, delay or unduly effect the start procedure.

The Chief Lapscorer shall be the judge of fact as to the number of laps completed and the finishing order of any event.

The Weigh Marshal shall be the judge of fact as to the measure weight of any kart and driver at the completion of any event.

The Noise Control Marshal shall be the judge of fact as to the noise level recorded by any individual kart.

Background Note:

Article 65 of the International Sporting Code of the FIA, under which all competitions will be conducted, sets out the information that should be included in the Supplementary Regulations.

These supplementary Regulations are to be read in conjunction with the General Standing Regulations and Australian Kart Formula for Sprint Racing as laid down in the 2001 Manual and the Entry Form which should accompany this addendum.