

2009 AKA RULE BOOK CHANGES

The following is a list of changes that have been made to the AKA Manual. These changes cover chapters 4 to 24.
The comments in blue are a brief explanation of the changes / additions.

4.01 List of Officials:

- (b) They shall be termed "officials" and must be a minimum 18 years of age. **All Officials, except for Stewards and Technical Inspectors, may have assistants to whom any of their duties may be delegated.**

This change was made to simply allow Clerks of the Course to have Assistant Clerks of the Course at race meetings.

4.03 Essential Officials:

NATIONAL SPRINT CHAMPIONSHIP (Bitumen)

1. There will be a minimum of Eight (8) Stewards for the National Sprint Championship.
2. **In consultation with the National Events Coordinator and National Coordinators, the Secretariat shall appoint a minimum of four (4) Interstate Stewards and two (2) Interstate Technical Officers and up to four (4) Interstate Scrutineers.**

Interstate Scrutineers were trialled at the 2008 Nationals in Tasmania and proved a very valuable asset to the event. With the new barcode system now up and running, it is essential for these experienced people to fill these positions.

4.06 Separation of Duties :

- (c) **At club level race meetings, where there are less than 50 legitimate entries, a competitor may act as any Official except Chief Steward or Clerk of the Course, providing they possess the appropriate accreditation.**

Obviously, this rule has been adopted to cater for smaller clubs who struggle to supply Officials and competitors at their club race meetings.

CHAPTER 5: GENERAL OFFENCES

Preamble:

All persons who are in any way connected to an AKA Registered Karting Club or State Karting Association are bound by these rules and regulations at all times when attending AKA Sanctioned Events.

This preamble is self explanatory.

CHAPTER 8: APPEALS.

In consultation with the AKA Solicitor and the National Tribunal Registrar, this chapter has been updated to reflect a more streamlined approach to appeals. Basically, nearly all of the original time frames have been halved, and as can be seen below, appeals from Stewards hearings at State and National Championships will go straight to AKAC instead of the original Appeals Tribunal. This will ensure that all appeals from this level of race meeting will be handled equally.

8.07 The time limits for Appeals are:

BODY APPEALED TO	TIME LIMIT FOR NOTICE OF INTENTION TO APPEAL	TIME FOR NOTICE OF APPEAL
Appeal Tribunal	One hour of decision	Hand delivered to the Steward's at the meeting or posted to the State Tribunal Register by registered mail before 12 midnight on the third day after the day of decision.
NOTE: Appeal Tribunals are not applicable to State or National Championship events. At these events, the first avenue of appeal from a Steward's Hearing is to the AKAC. Time limits for notice of intention to appeal and notice of appeal are the same as for an appeal tribunal.		
The Australian Karting Appeal Court (AKAC)	Not applicable	Hand delivered or posted by registered mail before 12 midnight of the 7th day after the handing down of the decision of the appeal.
Australian Motor Sport Appeal Court (AMSAC)	Not applicable	Hand delivered or posted by registered Mail before 12 midnight of the tenth (10th) day after the day of decision.

8.08 Appeal fees (including GST) are as follows :

To an Appeal Tribunal	\$550.00
To the AKAC	\$1,100.00 for an appeal in writing \$2,200.00 for an appeal in person
To the AMSAC	\$6,600.00

8.17 When a Notice of Intention to Appeal or a Notice of Appeal is lodged, a penalty of exclusion or suspension shall only take effect prior to the hearing of the Appeal in circumstances outlined in rules 8.18 and rule 8.19:
Any driver whose appeal against a licence suspension is subsequently dismissed, may have their original licence suspension increased.

- 8.20** (a) Any person participating in any AKA sanctioned competition whilst under Appeal shall not receive any award, trophy or points in the event that gave rise to the Appeal unless the Appeal is successful.
- (b) **Any person who races, practices, or acts as an Official at any AKA licenced track whilst under appeal will forfeit all their rights to be able to withdraw their appeal.**

12.01 Scrutineering:

It is the competitors responsibility to obtain a correct scrutineering form, complete it and return it to the designated meeting official. This signifies that they have checked all listed items and their kart and apparel appear to comply with the relevant AKA Manual rules.

All licence holders may be required to present their kart, apparel and scrutineering form to a scrutineer for acceptance prior to the start of the meeting.

This rule was changed to reflect the current trend in Scrutineering.

13.18 Licence Grades

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

1. (AKA) E Grade Practice / Recreational Licence.

- a) These are available to members for recreational karting. It is the minimum recommended licence for persons using an AKA Homologated recreational kart on a licenced circuit.
- b) E Grade Practice / Recreational Licence holders are only allowed to practice in equipment that they, at their age, would be eligible to race.
- c) E Grade Practice / Recreational Licence holders are not permitted to take part in competition.
- d) An E Grade Practice / Recreational Licence may be upgraded to a D Grade Provisional Licence by appropriate application and fee.

13.19 Licence Grading Administration:

5. A & B Grade licence holders may elect to be downgraded to a C grade licence at anytime, but once downgraded to a C grade licence, they must remain a C grade for a minimum of 12 months.

13.20 Licence Divisions: Track Use Restrictions

The following limitations apply;

- (a) **All AKA licence holders** are only allowed to practice in equipment that they, at their age, would be eligible to race.
- (b) An AKA "E Grade" Practice / Recreational Licence is the minimum licence requirement for persons using an AKA Homologated kart on an AKA Licenced circuit.

13.21 Licence Qualifications, Restrictions and Options

2. Rookies:

- (a) A Rookie driver, may elect to move to Junior division at age 12 or anytime between their thirteenth (13) birthday at the end of the calendar year.
- (b) Rookie drivers aged 11 years and over with a total race ready body weight (including all race wear) in excess of 55kg (verified by a Licenced AKA Official) may apply to their State Licencing Secretary for upgrade to the Junior class.
- (c) Once a driver has competed in Juniors the right to return to Rookies is forfeited.

3. Juniors:

- (d) To be eligible for Junior Clubman, Formula JMA, Junior ReSa or Junior Piston Port, a driver must;
 - (i) be a minimum of 13 years of age.
 - (ii) hold a B grade Junior licence that has been endorsed at six (6) race meetings in a Junior National class.

15.16 Black and Orange Disc: (Optional)

This flag is displayed together with a panel upon which the competitors' kart number is shown to inform the driver concerned that their kart may have a mechanical / safety problem or does not comply with the current AKA Manual. The driver must return to the mechanical breakdown lane / in grid safely, prior to completion of the next lap.

This order shall be given only through the Clerk of the Course and/or Steward of the meeting. At events where the supplementary regulations permit the use of an approved mechanical breakdown lane (as approved by the State Track Inspector) the driver may continue after repairs have been affected to the satisfaction of the Chief Scrutineer, and only under instruction of the grid marshal.

Refer to rule 17.10

This rule was changed on request from the National Tribunal Registrar to reflect the exact intention of the flag signal.

16.08 Restarting of Karts:

(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 remains seated in the kart at all times.
- (ii) The driver does not touch the ground with either their hands or feet.
- (iii) No person has lifted, pushed or directly moved the kart to get it mobile.
- (iv) The kart proceeds with its own power.
- (v) Only karts fitted with an onboard electric starter may restart the engine.
- (vi) The kart proceeds as soon as safely possible to the direction of racing and within 1 lap.

The above sub-points are not applicable to endurance racing.

This rule has been re-written in this form to eliminate the requirement for a complex definition to the original wording regarding "outside assistance". If all of the above conditions are met, karts fitted with clutches, that are involved in incidents, may continue to race.

SAFETY NOTES

- 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

16.11 Race Stoppage:

- (4) All competitors eligible for a re-start after a red flag stoppage must be allowed one spark plug change if the engine fails to fire after the first attempted re-start. Subsequent attempts will be allowed at the discretion of the Clerk of the Course.

This new rule has been added. Karts that were mobile when the red flag was issued by race officials must be given every opportunity to resume their rightful place in the re-start of the race.

19.10 Identifying Marks:

- (i) Each kart shall have affixed to it a correct scrutineering sticker or identifying mark supplied for that meeting. This signifies that the driver has confirmed their entry for the meeting and completed a Scrutineering Form relevant to the entry. The Grid Marshal / Scrutineers shall not allow any kart that does not display a correct scrutineering sticker or identifying mark to practice, time trial, qualify or race. Failure to comply will result in the driver being excluded from the Meeting. Refer to rule 12.01(a).

This rule has been re-worded in line with rule 12.01(a) to reflect the current process for scrutineering.

19.17 Time Practice or Time Qualifying and Racing:

- (c) For events or specific races that require timed qualifying to determine grid positions (other than State or National Championship events), the organizers may program a minimum of one or a maximum of two timed qualifying sessions per class. Each session shall be no less than four (4) minutes. When only one timed qualifying session is programmed per class, practice / carburettor sessions and timed qualifying sessions may be run simultaneously.

Where a single timed qualifying session is used and a competitor fails to record a time for any reason other than a faulty transponder or through the fault of the organisers, the driver will be issued a time of the slowest time plus one second. Action will be taken by the issue of a Penalty Notification Form which will be issued without an Officials Hearing and signed by at least one Steward and one other Steward, Clerk of Course or Timekeeper. A complaint / appeal cannot be lodged against this action. Where more than one competitor has received a penalty of the slowest time plus one second for any reason, they shall be placed on the grid at the rear of the field in an order determined by random draw.

In the 2008 manual, part (c) and (f) of rule 19.17 contradicted each other. This rule is now an amalgamation of both rules.

19.24 System of Gridding:

- (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.

Once the grid gate is closed, any karts still on the grid will be deemed non-starters for that race.

- (e) Clutch driven engines must not be started until directed by the grid marshall. The driver must be in the kart when starting the engine, and the drive wheels must remain stationary. When the grid gate is opened, the grid marshall will instruct the drivers to exit the grid in an orderly manner.

Any kart unable to proceed when instructed to do so is to be moved aside by the pit crew, as instructed by the grid marshall, to allow karts behind it to exit the grid. Karts moved aside under this rule are allowed 2 minutes under rule 19.24 (c).

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

Unless otherwise specified elsewhere in these rules.

1. At any race meeting, a competitor is permitted to use one set of prescribed dry tyres AND only one set of prescribed wet weather tyres in any class, including all practice / carby sessions after the commencement of competition for their event.

For practice / carby sessions prior to commencement of competition for their event, competitors are permitted to use any wet or dry tyres prescribed for their class.

This rule was re-worded to simply clarify when race tyres need to be used.

5. For National and State Championships and all major events where tyre pooling is in force, drivers receiving a replacement(s) will be required to start at the rear of the grid in their next competition. The only exception to this is a tyre with a manufacturing defect (as approved by the tyre representative and/or the Chief Scrutineer).

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.

Any reference to any earlier publication or correspondence and any other written, verbal or electronic material cannot be used as evidence against the current AKA Manual.

This statement was added at the request of the National Technical Committee to prevent the use of any "technical publications" at Tribunals, that are not currently held by the AKA National Office.

24.4 Noise Testing Equipment:

4. The microphone is to be located a maximum of 10 metres from the outside edge of the track, 1.2 metres from the ground and facing towards the track. The microphone must be free from "solid objects" that are able to ricochet sound.

This rule was re-worded to reflect a more "common sense" approach.