

## **TECHNICAL SCRUTINEERING**

TEKA Scrutineers shall be responsible for verification of conformance of Honda GX-200 engines submitted to them, for fixing approved seals to such items, and for issue of certificates of Compliance to certify that items are in conformity with the TEKA Regulations at the time of sealing.

It shall be the responsibility of each TEKA scrutineer to:-

1. Ensure that each TEKA Scrutineer is trained against the requirements of the TEKA Regulations and this Technical Manual, as well as the general rules of the AKA.
2. Ensure that each such appointee undertakes to comply with the requirements of the current issue of the technical Manual as a condition of appointment, and; that appropriate training updates are undertaken, at least annually, to ensure that consistent procedures are being followed by all TEKA Scrutineers.
3. TEKA Scrutineers may assist the AKA Scrutineering in the discharge of his/her responsibilities, but if competing shall have no standing as officials of the meeting.
4. Every TEKA Kart shall be inspected by a TEKA Scrutineer and issued with a Certificate of Compliance prior to issue of a TEKA Log Book. A Certificate of Compliance also shall be issued following the sealing or re-sealing of TEKA engines. No scrutineer may seal the engine of any kart of which he/she is the owner or likely to be the driver of the engine being sealed. Sealing shall be done on a rotation or alternation basis, with the proviso that the TEKA Scrutineer may direct that the engine in question is to be sealed by a specific scrutineer.
5. No scrutineer shall engage in collusion to seal an engine to provide a material advantage to a particular competitor.
6. The method by which karts are to be selected for post race or post practice examinations is at the discretion of the TEKA Scrutineering, the Chief Scrutineer or Stewards of the Meeting.
7. Each TEKA Scrutineer shall be issued with a sealing device whose seals identify the TEKA Association and the scrutineer, and shall be issued with measuring equipment required for discharge of scrutineering responsibilities

A new Certificate of Compliance shall be completed by scrutineers each time an engine is sealed.

Original: To kart owner  
Duplicate: To kart owner who shall be responsible for delivery to the TEKA Scrutineering Director  
Triplicate: To be retained by the scrutineer

A Register of Certificates of Compliance shall be maintained by the TEKA Scrutineering Director, and shall be available at all TEKA race meetings held in that State.

Kart owners shall be responsible for carrying Certificates of Compliance with kart Log Books, and for submitting them for inspection at race meetings or whenever so required by scrutineers and/or race officials.

## **TECHNICAL ASSISTANCE**

A Technical Manual is available from the Association. This Manual outlines recommended procedures for engine preparation and the methods used by the TEKA Technical Committee when checking engines. It also provides general advice for those involved in the preparation of race karts.

## **SCRUTINEERING**

Any kart in any TEKA event may be the subject of eligibility scrutineering checks, in addition to those undertaken by the circuit Scrutineers at the times appointed in the Race Meeting Supplementary Regulations.

All competitors agree to be involved in this checking by entering and competing at the meeting. Checks may include, weight, fuel testing and inspection of other components which can reasonably be undertaken at a circuit. This list is indicative of the types of checks which may be carried out and you need to realize that the checking is not limited to the items shown.

The selection of karts for scrutineering checks will be made by the promoter (TEKA) or the TEKA technical committee, and the AKA appointed Scrutineer. The selection would normally include the winner or fastest qualifier, other place getters and random selections from amongst the remaining karts; however selection is not limited to these groups and may, if deemed necessary, involve the inspection of every kart in the field for a particular item.

Engines in some karts may be selected with the intention of checking certain components after racing. You are reminded of the penalties listed in the AKA manual for tampering with seals. (Chapter 6 AKA manual) If, in the opinion of the Scrutineers, there is the possibility of an irregularity in a component in any engine, then the Scrutineer may decide that the engine should be removed and sent for post-race inspection by the AKA Technical Scrutineer. The procedures for such an inspection are listed in the following section.

Please note that while, in general, these scrutineering checks will be more regularly undertaken at championship meetings, similar checks may be carried out at any meeting at which TEKA karts compete.

## **POST RACE ENGINE INSPECTIONS**

Competitors in any TEKA event may be required to remove the engine from their competition karts to be sent to the AKA Technical Scrutineer for post-race inspection.

### **SELECTION PROCESS** *Championship Rounds*

The selection of engines, at Championship rounds for post race inspection and possible engine examination is the responsibility of the TEKA and the AKA Chief steward of the meeting and TEKA Technical Committee. Engines may also be impounded at the direction of the Clerk of Course, Series Director, AKA Stewards, etc. as provided in the AKA Manual.

### **INSPECTION PROCESS**

#### **REMOVAL OF ENGINE**

When it has been decided that an engine should be referred to the AKA Technical scrutineer for complete examination the following steps will be taken: Generally, engines for post-race inspection by the AKA Technical scrutineer shall be selected from amongst the winner, place getters or from the remainder of the top twenty competitors.

Under the supervision of an AKA Scrutineer (or Nominee) the competitor (and/or his or her crew) will remove the engine from the kart, as quickly as possible. However selection is not limited to these groups and other competitors may be required to remove the engine from their karts for inspection.

#### **ENGINE BAGS**

TEKA will provide engine bags at championship meetings. AKA seals are used to seal the bag; a receipt will be given to the competitor.

#### **TRANSPORT**

The Administrator or senior Committee member present will arrange transport from the race track to an approved AKA scrutineering inspector they will complete an engine scrutiny report. An engine will be either eligible or ineligible. If ineligible, the matter will be referred by the Administrator to the AKA Stewards of the Meeting or other AKA body for action.

## **RETURN OF ENGINE**

After completion of the inspection, the dismantled engine will be returned in the same bag. The bag must be returned to the nominated location within 21 days.

## **ENGINE SCRUTINY FORMS**

Engine Scrutiny Check lists are confidential information and will (if the engine is eligible) is restricted to the TEKA, Technical Committee. If ineligibility is found the forms will require wider distribution. A copy of the Report will be made available to the bona fide owner of the engine (or his nominated engine builder) on provision of proof of the ownership of the engine to the Administrator.

## **COSTS**

If the engine is deemed to be eligible, the Association pays inspection and transportation costs. If the engine is found to be ineligible, a charge will be levied on the competitor, by TEKA to cover inspection and freight costs.

# **BREACHES OF REGULATIONS**

## **TECHNICAL REGULATIONS**

### **AT RACE MEETINGS**

Occasionally in-eligibilities will be detected during scrutineering at race meetings. The TEKA Technical Commissioner or the Scrutineer responsible for the kart will, in conjunction with the Chief AKA Scrutineer, recommend that charges be laid against the competitor concerned, in accordance with the procedures laid down in Section 6 of the 2007 AKA Manual . The competitor will be required to attend a Stewards hearing, normally held during or at the conclusion of the race meeting. If the matter which has led to the charges being laid requires further investigation then the Hearing may be postponed until those investigations are completed. The Stewards may also choose to postpone the hearing, at their discretion, for any other reason.

### **POST MEETING CHECKS**

If ineligibility is reported by the AKA Technical scrutineer as a result of post race engine inspection, then the matter will be referred to the Race Promoter, who will arrange for a meeting of the Stewards to consider the matter.

Engine in-eligibilities are referred to the AKA Chief Steward for determination. The competitor concerned will have the opportunity to present evidence to the Eligibility Committee hearing. You are reminded that there is no appeal against a decision of this Committee. If the ineligibility is confirmed then the Stewards of the Meeting will decide a penalty, as outlined in chapter 6 of the AKA manual.

A competitor is entitled to appeal against the severity of the penalty, if he believes there are grounds for an appeal (as in chapter 8 of the AKA manual).

## **PROTESTS**

An individual competitor always has the right to protest, as provided under chapter 7 of the AKA manual TEKA does recommend that the competitor concerned discusses the matter with the AKA Steward or the Clerk of Course before taking such action.