CHAPTER 21 – AKA EQUIPMENT REGISTRATION & HOMOLOGATION PROCEDURES

21.01 ENGINE HOMOLOGATION:

It is a requirement that any engine used in AKA authorised events must be registered with the AKA. If not currently listed under your respective class then an application must be made to AKA for appropriate documents for registration. Any water-cooled version of a currently registered air-cooled engine will require its own registration.

CIK Engines 100cc and 125cc Gearbox

Notice to all importers and individuals importing engines for use in AKA authorised events. All engines must be homologated with the FIA/CIK and all must be accompanied by original FIA/CIK documents (Homologation Papers)

Australian Engines or Australian Classes

Registration of engines being either Australian made or for an AKA domestic class have different fees.

a. Championship Class

Registration / homologation of engine is $1,100.00 - A review fee of $500.00 will apply every 3 years.

b. Non Championship Class

Registration / homologation of engine is $500.00. - A review fee of $250.00 will apply every 3 years.

c. Experimental Class

Registration / homologation of engine is $500.00. - A review fee of $250.00 will apply every 3 years.

Registration is for a 9-year cycle.

All engines having no FIA/CIK paperwork must be initially presented with the AKA Homologation paper work with all elements complete and the sample engine (complete) to the National office. The AKA homologation papers will be reviewed by the Technical Committee prior to the engine being ratified by the National Karting Council upon which all the homologation fees, samples, drawings and homologation papers are with the AKA. An acceptance letter together with the registration number will be forwarded by way of AKA letter authorising use on any AKA Track

Registration of evolution to a registered engine is $500.00.

21.02 AFTERMARKET AND EVOLUTION ITEMS:

(a) "An aftermarket component is a component that can replace an Original Equipment Manufacture ("OEM") component, but is NOT classed as a non-tech component".

(b) An evolution change is a change to the design of an existing homologated or registered equipment and as such can only be submitted by the Manufacturer or Recognised Distributor.

1 All aftermarket and evolution items are required to have AKA homologation for use in AKA classes.

2. An inspection/registration fee of $500.00 is applicable for each **new** item. This procedure is the same as **for** engines that have no FIA/CIK Homologation paperwork.

3. If a manufacturer as to remanufacture an old die or tooling to improve quality and tolerances of parts or a better process of manufacture to improve production, this

constitutes evolution. The new evolution part will be issued an **AKA** ID Number which will need to be registered/homologated/inspected at a cost of $250.00 per item.

4. The registration period, after the National Karting Council approval, is 9 years with a review every 3 years.
5. The registration will take effect after:
   Approval is given by the NKC
   Homologation fees are paid.
   Samples, technical specifications and drawings are lodged with the AKA.

An acceptance letter together with the registration number will be forwarded by way of AKA letter authorising use on any AKA Track.

21.03 HOMOLOGATION OF TYRES:

Persons or companies who wish to inquire about the contracted tyre classes for the years 2007,2008 and 2009 are asked to contact the National Technical Coordinator of the AKA via the National office.

21.04 HOMOLOGATION OF CHASSIS

Homologation of Chassis with AKA

Application forms and full details are available from the AKA National Office

Homologation of Chassis with CIK

Refer to the FIA/CIK Manual.

The relevant paperwork is available from AKA National Office.

Homologation of non CIK Homologated Australian Made Chassis for ICA, JICA and ICC

To compete in ICA, JICA and ICC the appropriate paperwork and fees must be lodged with the AKA National Office.

Application forms and full details are available from the AKA National Office.

21.05 RESTRICTED CLASSES:

No additional make or type of engine will be homologated to the following restricted classes:

(i) National 100cc – senior, junior and rookies.
(ii) Clubman 100cc – senior and junior.

CHAPTER 22 - FUEL / FUEL TESTING

Preamble: Fuels containing Ethanol are not allowed to be used.

22.01 Fuel Testing:

1. The digatron DT15 or DT47 series fuel testing kit will be the official preliminary fuel testing method to be used by the AKA and the State Karting Councils.
   Prior to any test conducted, competitors must acknowledge if they are using PULP and Testers must ensure the digitron is not contaminated from any test on ELF fuels. This applied vice versa.

2a Method (for competitors using PULP)

a) Rinse digitron in Fresh Premium Unleaded Fuel before use.
b) Set Digatron Meter to .000 in a sample of fresh Premium Unleaded Petrol.
c) Conduct test on competitor's fuel either in the fuel tank or on a sample removed from the fuel tank.
d) Should the first test fail, a second test to be conducted on a sample removed from the competitor's fuel tank. The temperature of the zero sample and the competitor's sample to be adjusted so that the temperature difference between the two does not exceed 3 degree Celsius.
e) If the results from the second test from the Digatron DT14 AND OR DT47 Series Meter be less than zero or greater than +40 units then it will require a sample to be taken for laboratory analysis.

2b Method (for competitors using ELF07)

a) Set Digatron Meter to .000 in a sample of fresh ELF07 fuel.
b) Conduct test on competitor's fuel either in the fuel tank or on a sample removed from the fuel tank.
c) Should the first test fail, a second test to be conducted on a sample removed from the competitor's fuel tank. The temperature of the zero sample and the competitor's sample to be adjusted so that the temperature difference between the two does not exceed 3 degree Celsius.
d) If the results from the second test from the Digatron DT14 AND OR DT47 Series Meter be less than zero or greater than +40 units then it will require a sample to be taken for laboratory analysis.

3. The AKA/SKC retains the option to use any other fuel testing method.
4. In the event of an Appeal against the above Fuel Testing **procedure**, fuel samples may be tested by an independent laboratory, with the total cost to the Appellant.

22.02 Random Samples

Randomly selected competitor(s) may have a sample of their fuel or lubricant taken and sealed for later laboratory analysis. If the fuel is found not to comply a complaint shall be made to the State Tribunal Registrar by the Fuel Tester under Rule 7.06 and the competitor(s) shall be subsequently charged with an offence under Rule 5.01(q). The cost of such testing shall be borne by the promoting club or otherwise agreed.

22.03 Fuel: For All Classes

1. Safety:

a) All participants in motor sport are reminded that fuel, oils, lubricants, and coolants are highly specialised substances.

b) Participants must be aware that these agents may contain substances that are extremely dangerous to one's health if misused, inhaled or allowed to contact human skin.

c) Some of the contents of these fuels, oils, and lubricants are suspected of having the potential to cause cancer in rare instances.

d) The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

2. Purpose of this article:

a) Is to ensure that the fuel used in Kart Racing is consistent with Premium Unleaded Petrol, as this term is generally understood.

b) Petrol within the meaning of these regulations is one of the following:

i) Petrol and/or fuel of a kind recognised by the AKA as being on general and genuine sale to the public in Australia.

ii) Petrol and/or fuel that has been approved by the AKA.

3. Permitted Fuels:

a) The only petrol's and/or fuels permitted are:

i) Premium Unleaded Petrol (PULP) having properties and characteristics as required by Federal and/or State Government Regulations for PULP.

ii) Fuel that has been approved by the AKA (which also will conform to government requirements).

b) Any petrol that appears to have been formulated in order to subvert the purpose of this regulation will be deemed to be outside it.

c) In addition, the fuel must contain no substance, which is capable of exothermic reaction in the absence of external oxygen.

d) Test methods for permitted fuels will be as recommended to the AKA from time to time by the National Fuel Tester.

4. Additives & Engine Lubricants:

a) Only ambient air may be mixed with the fuel as an oxidant.

b) Only commercially available motor oil that does not contain a performance-enhancing additive may be used. If requested a competitor must advise the relevant officials which brand/type and ratio of oil he/she is using.

c) No substance other than oil as described in this rule may be added to petrol used in competition.

5. Fuel Testing & Sampling:

a) The Digatron DT15 OR DT47 Series Fuel Testing Kits will be used to test fuel. Refer to Rule 22.01 for testing procedure. The AKA may also use any other recognised testing procedure to test the petrol and/or oil used by a competitor.

b) All samples will be taken in accordance with a detailed procedure for fuel testers that is issued and updated from time to time by the National Fuel Tester.

6. Illegal Fuel Penalty:

The non-compliance to these fuel Rules is punishable by a Penalty of up to five (5) years suspension. Refer Rule 6.03 Penalties.

7. **Control Fuel:**

Promoters of major events may state the details and availability of a control fuel. These details must be on approved Supplementary Regulations for the event and will automatically constitute the designated fuel for that meeting. A control fuel cannot be a fuel, which is not an approved fuel. The control fuel at the National Championships for Junior Piston Port and Formula 100 will be ELF CIK 102fuel.

8. **Fuel Approval**

Before any fuel may be accepted as an approved fuel, it must have all government approvals in writing. AKA may conduct an analysis before acceptance. A sample must be submitted to the AKA for analysis and approval.

The AKA reserves the right to charge all costs associated with the fuel approval procedure back the applicant. The decision of the AKA as whether a fuel meets AKA approval is final, and no appeal may be entered. No fuel may be used under this rule in any AKA event without prior approval.

9. **Approved Fuels:**

a) For General Use – PULP produced by major refineries, Elf BFK 07

b) Control Fuels

Note: Elf CIK102 is specifically formulated for CIK performance engines and may not be approved for general karting categories and/or events.

c) List of approved fuels.

1 For General use PULP produced by major refineries
And including ELF BFK 07

2 ELF CIK 102 OR ELF Euro 102– is specifically formulated for CIK performance engines and may not be approved for general karting categories and/or events.

3 Fuels must not contain ethanol

22.04 **Fuel Container:**

Shall be securely mounted in front of driver, made of a leak proof material and mounted so that it does not project in a manner likely to cause a hazard or a spillage. All fuel containers to be fitted with a male connector or accept the flexible fuel line. Flame retardant materials are recommended. The fitting of overflow bottle/s is compulsory. (150ml minimum total.) All flexible fuel line connections are to be wired or clipped to the satisfaction of the Scrutineer. Fuel taps are optional. Karts fitted with float carburettors must have a catch tank included in the carburettor vent system to catch surplus fuel in the event of the carburettor flooding.

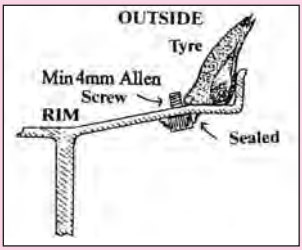
CHAPTER 23 - TYRES

23.01 General:

Tyres shall be new or in good condition with no apparent flaws.
No modifications to tyres are permissible.
Outside diameter: 310mm max - 220mm min.
Radial tyres are NOT permissible.
Tyre pressure bleed off values are NOT permitted.

23.02 Bead Retention:

1. This sub-rule applies to all dry tyres used in the following classes: Open.
2. It does not apply to Dirt Track racing or wet weather tyres.
3. Rims to have a form of full positive bead retention on the outer rim.



Method of Tyre Bead Retention
Minimum 4mm screws threaded through the rim behind the tyre bead at 120 degree intervals and sealed.

23.03 Tyre Treatment:

1. It is **not permissible to tamper with any tyre,** to alter its hardness, construction or composition with any method or agent.
2. Non compliance with this Rule is punishable by a penalty of up to five (5) years suspension. Refer Rule 6.03 Penalties.
3. Checking of Tyres:
   (a) An approved measuring instrument may be used for checking tyres for illegal agents/solvents and for shore hardness.
   (b) A photo ionisation detector (PID) and durometer are approved measuring instruments for checking tyres for illegal agents/solvents and shore hardness.
   (c) A Gas Chromatograph is an approved instrument for testing samples of rubber.
   (d) Randomly selected competitors may have their tyre/s or a sample of the rubber in their tyre taken and sealed for later laboratory analysis. If the tyre/s or sample is found not to comply with these Regulations, then a complaint will be made and submitted to the Tribunal Registrar by the tyre tester under Rule 7.06.
   (e) The cost of such testing shall be borne by the promoting club or as otherwise agreed.

23.04 Preheating of Tyres:

Preheating of tyres is not permissible before leaving the grid.

23.05 Weaving to Warm Tyres:
Refer Rule 19.26 (ii).

23.06 Number of Tyres Permitted:
Refer Rule 19.34 and respective Class Rules

23.07 Combination of Tyres:
The mixing of wet and dry category tyres, on the kart at any one moment, is not permitted. This rule is not applicable to speedway racing.

23.08 AKA Contracted Tyre Prices

Tyre	Retail*
Dunlop SL1	$205.00 per set *
Dunlop SL6	$235.00 per set
MG FZ Yellow	$255.00 per set
MG AZ-Red	$235.00 per set
Dunlop KT6SLW1	$234.00 per set

* max retail fixed price, (rounded to nearest $0.25)
* Price effective 1st May 2007

23.09 APPROVED TYRES:

(a) Method of approval: (Note tyre still requires ratification by NKC before final approval is given).

(b) (1) CIK Approved
- Importers pay registration fee of $275.00

(2) Not CIK Approved but previous tendered brand.
- Submit Technical data as per AKA Tyre tender
- Same as Tyre tender and royalty

(3) Not CIK approved and not a previously tendered brand.
- Submit technical data as per AKA Tyre tender
- AKA Nominated tyre tester to carry out test
- Double the tyre tender and royalty.

1 AKA approved dry tyres – The following tyres are accepted by the NKC for selection in AKA classes where tyre contracts/restrictions are **NOT** specifically designated for competition.

Bridgestone	YGK and YJC and YGL and YDS
Dunlop	SL1 and SL6 and SL5
Maxxis	HG3 (Biland)
MG	AZ – (Red) and FZ – (Yellow) and HZ
MOJO	D1
Yokohama	MF – GP1 and MS – YO1

2 AKA approved wet tyres – The following are accepted by the NKC for selection in AKA classes where tyre contracts / restrictions are NOT specifically designated for competition.

Bridgestone	YGR
Dunlop	KT6SLW1 (Tender awarded 2004)
MG	WZ

3. CIK homologated group 2 wet weather tyres **NOT APPLICABLE IN 2007**
4. CIK homologated group 2 slick tyres **NOT APPLICABLE IN 2007**

23.10 The following AKA classes are restricted to:

Chapter	Class	Dry Tyre	Wet Tyre
41	Midget	Dunlop SL1	Dunlop KT6SLW1
40	Rookie	Dunlop SL1	Dunlop KT6SLW1
39	Jnr Nat	Dunlop SL1	Dunlop KT6SLW1
38	Jnr Clubman	MG AZ Red	Dunlop KT6SLW1
37	Jnr PP	MG FZ Yellow	Any CIK Group 2 wet
36	Snr Nat	Dunlop SL1	Dunlop KT6SLW1
34	Clubman	MG AZ Red	Dunlop KT6SLW1
30	PP	MG FZ Yellow	Any CIK Group 2 wet
29	Form 100	MG FZ Yellow	Any CIK Group 2 wet
35	Atlas	Vega XSL	Dunlop KT6SLW1
32	PRD	Maxxis HG3	Dunlop KT6SLW1
33	ReSa	MG FZ Yellow	Dunlop KT6SLW1
31	Form Aust	Dunlop SL6	Dunlop KT6SLW1
45	Leopard	MG FZ Yellow	Any CIK Group 2 wet
44	Biland250	Maxxis HG3	Dunlop KT6SLW1
43	Gearbox	AKA – dry	Any CIK Group 2 wet
46	Inter C	AKA – dry	Any CIK Group 2 wet
28	Form Rotax	Bridgestone YJC	Dunlop KT6SLW1
26	Open Perf Class	As per Class spec	As per Class Spec
42	Sportsman	AKA–dry (State Rule)	Dunlop KT6SLW1
47	Jnr ReSa	MG FZ Yellow	Dunlop KT6SLW1
50	Formula A and ICA	Dunlop SL6 (Under Review by IKC Committee for 2005)	Any CIK Group 2 wet (See R23.09.03)
	Inter A Jnr		Any wet Group 2 CIK (See R23.09.3)

1 Classes restricted to: Bridgestone YJC, Vega SL4, MG AZ Red and FZ Yellow and Maxxis HG3 / Dunlop SL6.

a) May only use 4.5/10 - 5 front and 7.1/11 - 5 rear.

2 Classes restricted to: Dunlop SL1

a) May only use 4.5/10 - 5 front and 7.1/11 - 5 rear except Midgets and Rookies where they may option to use Size: 4.5/10 - 5 rear.

3 Classes restricted to MG AZ Red

a) May only use 4.5/10 -5 front and 7.1/11 - 5 rear.

4 Classes restricted to Dunlop KT6SLW1

a) May only use 10 x 4.0 - 5 front and 11 x 6.5 - 5 rear except Midgets and Rookies where they may option to use size 10 x 4 - 5 rear.

23.11 Tyre Pooling

Tyre Pooling for restricted/designated dry weather tyres will be compulsory at the Australian National Championships. Tyre pooling at this event must comply with the following regulations. Tyre pooling optional for State Championships.

1. The entry fee for all restricted tyre classes will incorporate at the cost (as per tyre contracted price) of one (1) set of tyres per class per driver only.
2. The promoting club at the designated circuit will provide one (1) set of tyres per driver per class at least one day prior to time trials.
3. Tyres supplied by the promoting club will be as per the manual and will be of the same batch number within each class. (eg. All clubman light entrants must be issued with the same batch number etc.)
4. All tyres supplied by the promoting club will be marked with the race number and class they are to be used in. Tyres will be stamped internally then externally marked with class and racing number before leaving impound area.
5. The promoting club may issue only one set of tyres per driver per class.
6. Damaged or worn out tyres (by way of force majeure) must be reported to and be inspected by the Chief Scrutineer prior to the kart leaving the grid/impound area, replacement(s) will be at the competitors cost.
   Drivers receiving a replacement(s) will be required to start at the rear of the grid in their next competition, the only exceptions to this is a tyre with a manufacturing defect (as approved by the tyre representative and/or the Chief Scrutineer) and/or the competitor electing to use an approved used tyre.
7. In case of any “force majeure”, the promoting club will order in addition to the one set per driver per class, 5% (five percent) extra quantity of each type of tyre.
8. The promoting club will obtain (and comply with) via their state body a copy of the conditions governing the transaction between the promoting club and the tyre supplier.
9. An unused tyre having a circumference variation of more than 10mm may be exchanged. The circumference is to be measured at the centreline of the tread area and tyres are to be mounted and inflated to a similar pressure. In consultation with the tyre supplier.

AKA Tyre Testing and Sampling Procedure

When checking tyres for tyre treatment using the Photo Ionisation Detector (PID) at the race meeting if the PID shows a reading on a tyre allow the equipment to zero and check another site on that tyre by leaving the snorkel just touching the tread surface for 2 seconds.

If you get a reading on the second site of the same tyre check all the other tyres on the Kart using the same procedure. If all the other tyres do not show a reading, allow to race but check again through the meeting.

When 2 tyres or all 4 show a similar reading for each tyre on the PID allow the kart to race the heat and impound on completion of the heat even if the kart has a DNF.

When you get a reading on 2 or more tyres a rubber sample has to be sent away to the Gas Chromatograph for the final verification of a substance or compound being introduced into the rubber of the tyre. The rubber sample sent would then be compared against the standard tyre sample with a graph overlay that will clearly indicate the presence of an introduced substance or compound in the tyre sample.

This Gas Chromatograph testing procedure is the same as the fuel test so it is conclusive. If the sample rubber does not compare with the standard sample this then is the final verification that the tyres have had a substance or compound introduced to change the properties of the rubber in the tyre.

The rubber samples (2) should be taken from the same site on one tyre that showed the reading on the PID eg if the two front tyres show a reading either one will do, if it is only the back two tyre that show the reading take the samples from the one away from the motor, if it is one front and one rear on one side take the samples from the one that is away from the motor. When all four tyres have a similar reading take the samples from the rear tyre on the brake side.

Using a new or clean NT cutter, equivalent or scalpel that has been cleaned with a clean lint free cloth or tissue cut a sliver of rubber about 10 mm long 5 mm wide and 0.5 deep from the tread surface taking care not to cut deep into the tyre.

After cutting the sliver from the tread surface of the tyre cut the rubber sample into to equal parts. Being very careful not to cut into the tyre then using tweezers or knife tip put the samples into the clean glass vial with each sample having their own new glass vial and screw on the lid. Then seal in the plastic bottle using the same bottles that are supplied for fuel samples. These are available for purchase from National Office via State.

Once the sample bottles have been sealed using the sample method and paper work, as is used in fuel samples, ask the competitor to choose one sample and inform him that the other sample will be sent to the Gas Chromatograph for final verification of the presence of a substance or compound in the tyre rubber.

When the report is received at State Office from the Gas Chromatograph testing and it is positive this is then sent to the State Tribunal Register to handle.

CHAPTER 24 – NOISE CONTROL

24.1

1. The AKA is of the opinion that control of noise is emerging as a major issue for motor sport and that increased Government controls may be imposed on those motor sport organisations and individuals that exceed the stated levels. The potential for noise injuries to our Officials, Competitors and their crews must also be addressed and minimised. Karting as a stand alone Sport can not allow an individual or club to selfishly satisfy themselves to the detriment of the Sport now or in the future. Competitors and those involved with Kart preparation are required to closely check all fittings and fastenings associated with the control of noise on their Kart and to maintain a vigilant and preventative stance to noise control
2. From 1st January 2003, the permitted noise emission level from a kart must not exceed 98 dBA when measured at a point 4 metres away with AKA vertical methods.

24.2 Permitted Noise Level:

At all events, tracks and venues licensed or approved by the AKA the permitted noise levels are

1. At normal tracks the permitted noise levels, must not exceed 100DBA when measured at a point 4 metres above the centre of the track (refer penalties rule 24.7)
2. Clubs may apply to the National Karting Council for an exemption to the AKA noise regulations.
3. Supplementary Regulations may stipulate a lesser Noise Level for the complete meeting or for any part or component as designated.

24.3 Noise Measuring:

1. At all race meetings an official must be nominated Judge of Fact (Noise Level) and his/her name included in the regulations for the meeting.
2. The Stewards must ensure that the Organisers have the necessary noise measuring devices in place and that they are in operation throughout the entirety of the race meeting.
3. In order to assist competitors after each practice and qualifying session, drivers of karts which record sound levels of 98 dBA to 100 dBA (using AKA vertical method) should be advised by the officials.
4. Results of any Noise Measuring testing at a meeting, duly signed by the responsible Official, are to be given only to the Clerk of Course or Stewards who will then take any necessary action before clearing them for general distribution.

24.4 Noise Testing Equipment:

1. The Sound Level Meter tested and approved for the stipulated noise level tests is - Make PCWI, Model 8921 and is available complete with microphone and cables through the AKA. Any alternate or secondary unit must conform to the minimum requirements of Australian Standards AS1259 part 1982 for Type 2 Meters.
2. Sound Level Measurements are to be made in accordance with the procedures in Australian Standard AS2659.1 - 1988 “Guide to the Use of Sound Measuring Equipment Part 1 Portable Sound Level Meters” using 'F' time weighting characteristic, normal incidence microphone and 'A' weighting.

3. The test positions are to be set by the State Track Inspector and should be sited;
   (a) to measure karts when they are under maximum acceleration and are operating at a minimum of 75% of their rev range
   (b) to ensure that the maximum noise level emitted by a kart is measured
   (c) to ensure minimum reflection from buildings / structures.

4. The microphone is to be located 4 metres (+/-0.1m) above the centre of the track and to be aimed at the centre line of the track.
5. It is recommended that all sound meters utilise remote microphones. This is to permit the sound meter and the operator to be located away from the microphone at a safer distance from the track where they can be behind a safety barrier without affecting the noise level at the microphone.

24.5 Supplementary Testing:

The Stewards or Clerk of Course may direct a competitor to submit his/her Kart to a noise test at any time during a competition or race meeting. This is to enable the Officials to test selected Karts at the end of a competition, race, heat, time trial or qualifying session should it prove difficult to assess their levels during that activity. If such a test is to be done, the Kart should be impounded and tested before any work can be carried out to the Kart. Competitors must comply with any reasonable request from the Officials.

24.6 Noise Offences:

A driver whose Kart which emits noise in excess of the designated noise level at any time shall be penalised. They may also be removed from the circuit and not permitted to resume practice or racing until the Officials are satisfied that work has been carried out to rectify the problem.

24.7 Penalties: The recommended penalties for noise offences are:

1. When measuring devices are used;
   (a) Allowed level plus 1dBA; Penalty 1 point or 1 place penalty.
   (b) Allowed level plus 2dBA; Penalty 2 points or 2 places penalty.
   (c) Allowed level plus 3dBA; Penalty 4 Points or 4 places penalty.
   (d) Allowed level plus 4dBA; Penalty 8 points or 8 places penalty.
   (e) Allowed level plus 5dBA; Penalty 16 points or 16 places penalty.
   (f) Allowed level plus **6dBA and over**; Penalty of Exclusion from that race, heat, practice session, qualifying session, time trial or similar

2. When measuring devices are not used; **Reserved**
3. Supplementary Regulations may provide for additional penalties.

24.8 Noise Safety:

1. Officials: Every Official or helper who is located close to the track should be issued with ear protection. This can be either earmuff style or disposable foam plugs style.
2. Competitors: it is compulsory to wear ear plugs at all times when driving a kart.
3. Pit Area: (In / Out grids and Through grids). It is recommended that all personnel in the pit area use ear protection.
4. Paddock Area: (Where the karts normally are between races). The starting of kart engines in the Paddock area is prohibited.

5. Starting of kart engines in the out grid is only permissible under the instruction of the grid/pit marshal.
6. The promoting club in conjunction with the State Track Safety Inspector will designate a safe area for the starting of kart engines. It is recommended all persons wear ear protection in this area.
7. Spectators - As spectators are in most instances able to enter the Paddock and get very close to the Pit areas, the AKA recommends that Clubs should post signs at all Pit / Paddock entrances advising that ear protection is recommended past that point and advising where ear protection is available.

8. The AKA recommends that Clubs have supplies of disposable ear plugs available at all meetings.

24.9 **Noise Emission:** To assist in reducing Noise Emissions;

1. For all classes using the Yamaha KT100S Series Engine, it is compulsory that a system is employed to reduce the vibration of the engine's cooling fins. Shrouds wrapping around air-cooled engine cylinder and cylinder head fins are not permissible.
2. For all other classes it is recommended that a system is employed to reduce the vibration of the engine's cooling fins.