



2006 AKA MANUAL

ADDENDUM No.21

Issued: 24 February 2006

To be implemented 1 May 2006

At the NKC Meeting held 18 & 19 February 2006, it was approved to remove the tyre pooling option from State Titles as per Rule 23.11.

Please see the attached amended rule.

Pam Arnett
National Secretary/National Events Coordinator
Australian Karting Association



Amend to Read:

Rule 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.

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.