

PETROL SCRUTINIZING

As the scrutinizing of fuel is clearly set out in the current AMPBA Rule Book (as below), the only thing that we will additionally be checking is, of course, that engine sizes are that of the class they are entered into. Therefore engines running in 16 - 25cc classes are a maximum of 25cc.

14.4 FUEL

The only fuel permitted to be used in AMPBA gasoline classes must comply with the following:

1. It must be Unleaded.
2. Be no more than 98 R.O.N.
3. Be readily available from retail petrol pumps throughout Australia.
4. Be manufactured for the use in road registered vehicles, which comply with Aust. Design Rules.
5. Contain no additives other than those added at point of manufacture or lubrication oil for two stroke engines.
6. Fuel dopes or additives such as methanol, nitromethane, propylene oxide, octane boosters and oxidants etc are prohibited.
7. Two stroke lubricating oil brand, type and mixed ratio is open, but must not contain octane boosters, oxidants or any other performance boosters.

14.5 FUEL TESTING

1. Fuel samples may be drawn for testing from competing boats at any time during the period from the commencement of the event until the competing boat is released from scrutineering at the conclusion of the event, or the event results have been ratified.
2. It is the competitor's responsibility to provide the means by which the fuel samples may be taken from the boat.
3. Whilst the fuel samples for testing are being taken, the competitor must be in immediate attendance to observe the process.
4. Fuel samples shall be tested according to the procedure listed below:
 - a. The event contest director or his/her nominated representative will take one sample of the fuel for testing.
 - b. The competitor may, at their discretion, request a second sample be drawn at the same time. After being duly identified and sealed, this second sample may be retained by the competitor. The competitor may use the retained sample in his/her defence provided that the seal is only broken in the presence of the contest director of the meeting. Where the contest director deems that no action is necessary the container holding the competitor's sample shall be returned to the contest director.
 - c. A Digatron DT15 or DT47 series Fuel Testing Kit used as per the manufacturer's instructions shall be the only acceptable method of on-site fuel testing at all AMPBA Sanctioned Meetings.
5. It is the competitor's responsibility to ensure the added two stroke oil conforms to these rules. Ignorance will not be a defence.
6. Any competitor found to be using fuel not conforming to AMPBA rules 14.4 will be immediately disqualified from that class. The competitor has the right of appeal as described in Section 5 (Objections).

SECTION 12 : NOISE REGULATIONS (MANDATORY)

12.1 The total sound level output from any boat competing will be as follows: -

FOV

FSL -Shall not exceed eighty four (84) dbA at a distance of forty metres (40m)

F 1/2K

FSR -Shall not exceed Ninety (90) dbA at a distance of ten and a half metres (10.5)

For FSL, two buoys are positioned from the microphone, one at twenty (20) metres, the other at Forty (40) metres. Boats should pass between the two buoys and the sound level must not exceed eighty (84) dbA. Officials should exercise maximum care in taking readings and if there is any doubt, the decision must be made in favour of the competitor.

The measurements are 'A' weighted as this is the basic rule for noise measurements.

12.2 Competition organisers shall be responsible for the enforcement of these rules.

12.3 In classes FOV and FSR, one warning will be given to a competitor to allow him to make immediate modifications. Exceeding the limit subsequent to this warning will result in disqualification from that heat.

In classes FOV and F 1/2K, exceeding the limit will result in disqualification from the attempt concerned.

12.4

1. At any Sanctioned event, the AMPBA Sound Meter is preferred but an alternative may be used. All Sound Meters MUST be calibrated using the Calibrator designed for that model sound meter. If the AMPBA Sound Meter is used and the AMPBA Calibrator is not available for the entire meeting, due to conflicting meetings, the sound meter must be calibrated using the AMPBA Calibrator within Five (5) days of the meeting.
2. For Club and General meetings, Sound Meters used Must be calibrated every twelve (12) months.
3. The host club will be responsible for the security postage and insurance of the AMPBA Sound Level Meter and/or the calibrator, from the AMPBA Secretary and return. The meter and/or calibrator must be returned to the secretary immediately after the meeting.

12.5 Where possible, meters used must be calibrated at the start of each different class or in the event of a sizeable weather change, but never within the running of a class.

12.6 The measurement will be taken when the boat passes the point where the microphone is at right angles to the course. Where possible, this point will be marked by a buoy. The distance between the buoy and the microphones is detailed in Section 12.1.

12.7

1. Competitors must not reduce the noise level of their boat as they pass the measuring buoy, by reducing throttle or other such means. Penalties, as detailed in Section 12.3, apply for this action.
2. During class FSR and FOV, care must be taken to ensure that the noise is measured at the correct distance, since the model may be forced to come well inside the measuring buoy. If a boat passes consistently well inside the measuring buoy, (most probably FOV), an allowance for distance must be made.

Table of Relevant Noise Levels

Distance (m)	FOV (db)	FSR (db)
40	84	
30	86.5	
20	90	
10	96	90
7.5		92.5
5.0		96

12.8 Accordingly, the silencer should be installed on the boat in the most horizontal position possible. The final outlet must not in any way be masked by a 'screen to divert the sound'.

12.9 The microphone should be between 1 - 1.5 metres above water level. Measurements shall be taken towards the water to eliminate lateral sound reflections and difference in humidity which could affect the readings. A wind suppression device is to be fitted.

12.10 Individual states may specify an alternative lower noise level to comply with local government/authority laws. Such a lower level shall be advised to all states and the AMPBA immediately it is in force and in any case, not less than one (1) year before the said event is to take place.

NITRO SCRUTINIZING

As there are only a few engine types capable of having larger liners put in them we will be checking these engines more readily to make sure they comply with their set classes (as outlined below)

The following are the classes and displacement recognised by the AMPBA for :

Oval Competition:

A Class	0.001cc - 3.509cc	I.C
B Class	3.510cc - 7.509cc	I.C
C Class	7.510cc -11.09cc	I.C
X Class	11.10cc - 30.00cc	I.C
Outboard A	0.001cc - 3.509 cc	I.C. Outboard
Outboard B	3.510cc - 7.509cc	I.C. Outboard
Outboard B Stock	Stock K&B 7.5cc	I.C. Outboard
Outboard C	7.510cc - 11.09cc	I.C. Outboard
Outboard X	11.10cc - 30.00cc	I.C. Outboard

Definition - I.C. = Internal Combustion

Multi Competition:

3.5 Class	0.001cc - 3.509cc	I.C.
7.5 Class	3.510cc - 7.509cc	I.C.
15 Class	7.510cc - 15.00cc	I.C.
35 Petrol	15.01 - 35.00cc	Spark Ignition.