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#103
15 October 2015



BRIGGS & STRATTON LO206 IS ALL GO

Great progress is being made with the introduction of the new ClubSport Briggs LO206 engine. Briggs & Stratton NZ have conducted a nationwide road show and are now in the process of appointing authorised Briggs & Stratton dealers to support the programme. The support to date from the NZ karting trade has been positive.

A good number of Clubs have taken advantage of the special affiliated KartSport Club offer to order two engines each for use on Have A Go karts and for Arrive & Drive One Day Licence holder use.

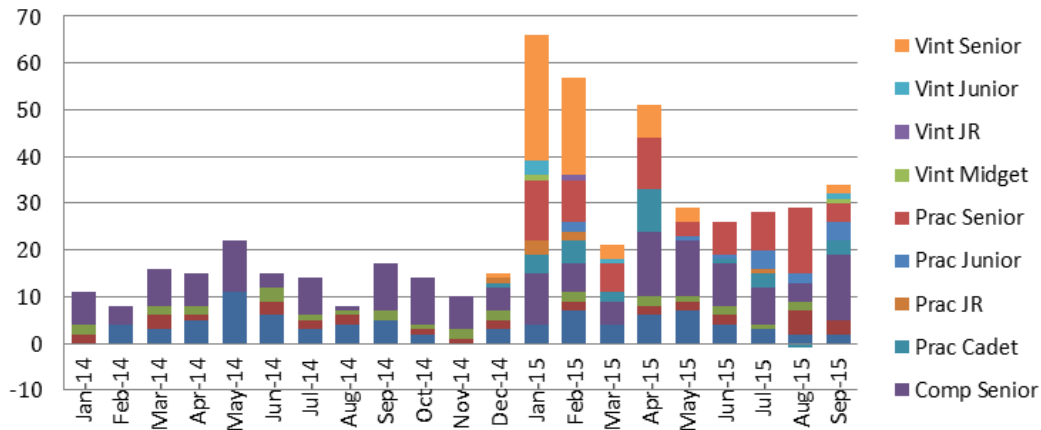
Final technical specifications and class rules will be ready for approval at the November 14th Executive Meeting.

Stand by for these new engines to hit Club Days around the country in January 16. The launch will be supported by a ramped up "new member recruitment" marketing programme.

For more background, information and videos [CLICK HERE](#).

NEW MEMBERSHIP NUMBERS ON THE RISE

New Members Jan14 to Sept15



New Member numbers are showing positive trends in the period January-September 2015: Total **New Competition Licences** this year are up **36%** on the same period in 2014. Senior Competition Licences are up an encouraging **69%** year to date on 2014.

Overall 2015 New Members are up **217%** when Vintage and Practice Licences are added to the mix. Our challenge at all levels now, as always, is to make the experience at Clubs exceptional so we retain these precious new members.

VOLUNTEERS

KartSport New Zealand welcomes on board Alexandra Batt as our first female grade three Technical Officer and big congratulations to KartSport Mt Wellington which has set another benchmark, submitting a list of not one but seven candidates for Race Official training in one hit last month!

Nominations for Machine Examiners (Canterbury 1, EBOP 1 & Nelson 1) and a Technical Officer (Canterbury 1) have also been received since Conference.

Our goal is a 20% increase in volunteers across all genres and levels and whilst the **Volunteer Working Group** begins work in this area from a macro level, it is refreshing to see Clubs and competitors seizing the initiative and recruiting right now.

TRAINING RAMPS UP

Chief Technical Officer Warwick Parkes and keen members of his Technical Officers team had a big day on the tools at Wellington on Saturday 10th October.

Graeme Voss and Maurice Frost lead the break out groups on the finer points of the Vortex Mini ROK and Rotax EVO while John Lennox, Competitions Manager and Graeme Moore, National President covered off key areas of our Judicial Code and good governance and management practices.

**LEGAL KARTS/ENGINES AT ALL TIMES
NO EXCEPTIONS PLEASE**





With the Island Sprint Championships coming up, just a timely reminder please for all competitors and crew, be you Clubbies or top level.

That: As a KartSport New Zealand competitor you have signed a declaration that states you understand and abide by all rules. Ignorance, innocence or inattention is not a mitigating factor.

There are a myriad of compliance requirements that are all contained in the KartSport Manual under each engine/class section be they Rotax - ROK - etc. It is not only impossible for KartSport New Zealand to be constantly reiterating each and every rule nor is it our job to remind competitors, or engine builders, of their obligations. The rules are clear.

Please make yourself aware of all the rules as they relate to your class/engine. The Tech shed or the hearing room is not the place to familiarise yourself, or your engine builder, with your responsibilities as per the rule book, so please do yourself and your team a favour and comply before you buy/compete.

BE warned illegal and/or deliberate modifications will not be tolerated. Expect the full extent of penalties to be applied to any and all illegal modifications regardless of excuse, ignorance or lack of common sense. If in doubt ask your engine builder now; "Am I legal?" before you disappoint yourself or worse your driver, especially if you are going to the Island Sprint Championships!

We repeat, in the meantime re-acquaint yourself with all the overarching rules now:

C9.4.1 TECHNICAL INFRINGEMENTS

Item 6: Technical infringements considered by the Stewards Panel to be deliberate.

Minimum Penalty: Exclusion from the event from respective class. Mandatory referral to KartSport New Zealand.

L6 GENERAL NOTES FOR ALL CLASSES

Anything which is not expressly allowed in the technical rules and specifications is forbidden.



Rule Changes

Issues 2015-13

The KartSport New Zealand Executive has released Rule Changes Issue 2015-13. This Issue contains a number of clarifications for Rotax engines, inclusion of a new coil/fuel pump mount for the Vortex Kiwi Mini ROK and clarifications regarding Vintage chassis/engine eligibility.

[CLICK HERE](#) to view.



Tech Talk

with NTO, Warrick Parkes

The addition of any extra component to secure the spark plug cap to the spark plug is not permitted in any class - eg cable ties or clamps. If the plug cap is loose on the plug replace it.

Internal or external welding of any Rotax barrel is not permitted. The rule clearly states 'The addition of material to any component is not allowed.'

All classes that are required to use overflow hoses from their carburettor vents to a catch bottle must comply with Rule K1.23 this includes Rotax DD2.

Tyre restricted classes at both Island Sprint events. You must present your voucher to the Technical Officers to receive your dry tyres at the allocated times. **No voucher = No tyres.** Competitors are to supply their own wet tyres which will be marked when first used for competition.

The use of Gull or Mobil fuels are not permitted at any time. Check what brand of petrol non oil company fuel retailers sell before filling up. Eg Pak N Save supermarkets sell Mobil fuel. The only permitted pump petrol as per Rule L4.1 is:

BP
Caltex
Z
Gas

All karts and engines must comply with all KartSport New Zealand chassis and engine rules at all times.

If called for Scrutinneering at the Island events ensure your kart is presented to the Machine Examiners complying with all rules, clean and tidy, ready for racing with your fully charged transponder fitted and your Competition Licence.

Clarification regarding Rotax main jets - Genuine OEM Dellorto main jets must be used in all Rotax class carbs. The main jet size is free.



The latest **Rokkers Newsletter** has been published. [CLICK HERE](#) to view.

