

#005

16 June 2010



## Rule Change Issue 2010-6



Rule Change Issue 2010-6 regarding an update to Rule N11.12 Raket 85 Exhaust can be viewed [here](#).

**FUEL**

**Reminder**

Mobil Pump Petrol has been removed from Rule L4.1 until further notice due to ethanol blends being sold by some Mobil outlets.



# 2010 NATIONAL CONFERENCE

A new Page has been established at [www.kartsport.org.nz](http://www.kartsport.org.nz) with details regarding this year's National Conference.

[Click here](#)



# RACE SUITS

## Reminder

A new rule regarding race suits becomes effective 1-1-11.

If you need to update your suit start planning now.  
See Rule G3.2 page 108 of the Manual.



# Rules Round 20



A copy of the Executive Minutes related to the decisions made regarding Round 20 proposals can be viewed [here](#).

Following the publishing of the new MAW for 125cc Rotax Max Light the Executive was somewhat bemused to receive comments, reported to be from leading Rotax drivers involved in the NZRMC Series, that were not supportive of the MAW increase. It should be noted that the change (from 160kg to 165kg) was supported by all Clubs that replied to Round 20. Competitors are reminded that they should involve themselves with their Clubs when such rule proposals are being considered.

# RACE SUITS

## Background Notes

The project to review our race suit rule commenced pre 2003 following a major review of our helmet rule. These projects followed advice from MSNZ that we should comply with international safety standards where possible or have a good reason where we did not comply.

In 2004 it was noted that Flamecrusher were labelling suits with an obsolete CIK homologation number and that Max Raceware were labelling suits as "KartSport New Zealand Approved". Both companies were asked to refrain from using these labels.

During 2006 a draft new rule was developed and draft #2 of this rule was sent to all known NZ suit manufacturers in November 2006 requesting feedback. Both Flamecrusher and Chicane noted their support for the new rule with Flamecrusher in particular enthusiastic regarding potential market advantage and export opportunities a CIK homologated suit could bring.

Draft #4 of the rule was sent to all Clubs for comment in October 2008. Only one Club (Hawkes Bay, positive) replied.

Due to the poor response from Clubs the Executive decided to include the proposed new rule in Round 18. Decisions regarding Round 18 were taken in May 2009.

Extract from May 2009 Executive Minutes which was published on [www.kartsport.org.nz](http://www.kartsport.org.nz):

**Variation to Rule E.2.26 Clothing submitted by National President on behalf of the Executive.**

Club response: For 5, Against 9, Abstain 0, No response 6

Sub Committee recommendation: refer to Conference.

The new Rule was adopted. **Reasons below:**

*Our current rule is very vague and lacks reference to any performance/safety standards. There are quite a few overalls being used which meet our current rule, but which would offer minimal protection, especially from abrasion. The CIK has a well established testing/homologation regime. We can use parts of this to enable local manufacturers to continue to produce overalls (providing the outer fabric used is up to CIK standard). This will require us to establish a simple approval system. KartSport New Zealand holds details on CIK fabric testing methods and standards. Note: CIK require leather overalls for all "long circuit" (SuperKart) events plus have an age "life" on fabric overalls. CAMS require leather suits for all 250cc SuperKart drivers. Imported CIK Level 1 and 2 suits are freely available in NZ from a variety of outlets. The major suit manufacturers in NZ support the introduction of this proposal. Two NZ suit manufacturers have indicated they intend*

*applying for CIK-FIA homologation following the announcement of this rule. Round 18 support from five Clubs. The Executive considers this to be a safety related issue just like helmet standards.*

The new rule was published to all, including suit manufacturers, on 20 May 2009 with an implementation date of 1 January 2011.

A number of kart shops then proceeded to source and stock up on CIK homologated suits and local manufacturers began the process to have fabrics checked so as to make their locally manufactured suits compliant with the new rule.

Following a request in June 2009 Flamecrusher were supplied with full details of the CIK test methods and requirements. Following a further request more information was sent to Flamecrusher in early February 2010.

On 20 May 2010 we received a telephone call from Mr B Gillon of Flamecrusher where the implementation of the new rule was discussed and in particular the testing of fabrics. Mr Gillon also noted that he had 120+ suits in stock which may not meet the new rule.

Flamecrusher then wrote to KartSport New Zealand (with a copy to all Clubs) on 21 May 2010 requesting the new rule be suspended due to the cost of getting fabrics tested to the CIK standard and the affect this would have on the price of locally manufactured suits.

KartSport New Zealand is aware of information that the fabric recently used in some locally manufactured suits does not meet the CIK fabric standards.

A recent survey of suit prices for **CIK homologated suits** revealed the following:

**Lascom**

Mike Wilson on special \$160

MOS \$249 (\$150 on special)

OMP Pilot \$300

OMP Advance \$525

Sparco Intrepid \$695-\$995

**Right Karts**

OMP \$345

Arrow \$595

Kartech \$350

**KartZone**

Alpinestar \$550-\$1500

**Pacific KartSport**

XZuit Monaco \$750

**WKS**

ORC \$399

**MIR NZ**

Level 1 \$299

Level 2 \$399-\$800

**Demon Tweaks UK Mailorder**

**Lowest cost CIK suits**

OMP Pilota Child sizes UKP83 = \$NZ 175 plus freight

OMP Arrow 2 Adult UKP90 = \$NZ 190 plus freight

**Most expensive CIK suit**

Sparco F1-K UKP277 = \$NZ 585 plus freight

**Flamecrusher NON CIK Homologated**

Kids sizes \$360 to \$650. Plus \$75 for made to measure

Adult sizes \$387 to \$650 Plus \$75 for made to measure

KartSport New Zealand will continue to assist and work with local manufacturers to ensure the fabric they are using meets the required standards.



## Rules Round 21

The 13 proposals in Round 21 can be viewed [here](#).  
Responses are due back from Clubs by 29 July 2010.



**Best wishes to all attending the NZ Schools  
Championships in Nelson**

**Late entries are being accepted until 5pm 25 June 2010**

KartSport Nelson and Waimea College have done a great job promoting this event over the last six months. Current entries total 82 over six classes. For more info click [here](#).  
The control batch for Bridgestone YJL tyres at this event is batch **KKK**.