



Rule Change from the Executive

Issue #2016-4 Published 11-5-16

Updates underlined:

Rule K1.18 ENGINE CUT OUT SWITCH

Replace the current Rule with the following:

K1.18 ENGINE CUT OUT SWITCH: Compulsory on any kart competing with a centrifugal clutch. Must immediately stop the engine from running when activated. Must be fitted within 250mm of the steering wheel and able to be activated by the Driver while in a seated position. The switch must be easily accessible and its operation must not be impeded by a cover of any kind. For Rotax EVO, Rotax EVO kit upgraded engines and the Vortex Kiwi Mini ROK engine the mandatory OEM start and cut out switch that can be triggered by the driver in his/her normal driving position. For the Briggs & Stratton LO206 engine the OEM cut out switch must be mounted in it's original location on the engine cover.

Implementation: *Immediate (clarifications)*

Reason: Clarifications. Currently the rule reads – “Compulsory on any kart competing with a clutch.” This means all gearbox karts require a cut out switch as the rule is currently written which none of them do and they don’t need one. Wording about KF series engines deleted as the KF3 class is deleted from 1.1.17 and the removed wording is still written in their engine specs in N7. Rotax EVO added to the rule as the EVO stop/start switch is located on top of the battery like the Vortex Mini ROK engines. Briggs & Stratton LO206 has also been added.

Rule K1.23 OVERFLOW CONTAINER

Replace the current Rule with the following:

K1.23 OVERFLOW CONTAINER: Overflows from carburettors/gearboxes/gear cases and radiators must be ventilated into a suitable leak proof container(s) of adequate capacity for the engine/carburettor used (minimum capacity 130 ml). The container(s) must have a removable top cap and access hole(s) for tubes only and be securely fastened to the kart. Overflow hoses must be leak proof without splits. A single 6mm maximum diameter vent hole is permitted in the top cap or the top of container. For the Briggs & Stratton LO206 engine only, the crankcase/breather overflow container (minimum capacity 130ml) is permitted to have two 6mm vent holes in the top cap or top of the container. Rotax FR125 Max, Rotax FR125 Junior Max and Rotax DD2 engines may use the original 180mm long carburettor air vent hose Rotax part No. 260 260 which must be fitted as per Rules N12.5, N14.5 and N16.5.

Implementation: *1-8-16*

Reason: To coincide with new Rotax carburettor float height Rule implementation which brings us into line with international Rotax rules.

Rule K1.37 BATTERIES

Replace the current Rule with the following:

K1.37 BATTERIES: Any type of battery may be used. It must be of the fully sealed non-refillable type and fitted in a safe area of the kart. The cradle must be securely attached to the chassis and the battery must be fitted into the cradle and secured with a minimum of two metal straps or three 8mm wide cable ties.

Rotax classes must either comply with Rule K1.37 or comply with their class engine Rules for batteries as per Rules N12.10 or N14.10 or N16.10.

Implementation: *Immediate (clarification)*

Reason: Clarification.

Rule K1.45 PEDAL EXTENSIONS/PEDAL BOXES

Replace the current Rule with the following:

K1.45 PEDAL EXTENSIONS/PEDAL BOXES: If the brake and/or accelerator pedal is relocated from its original mounting point on the chassis then the new mounting location and any associated assembly must be attached to a permanent element of the chassis. Each individual pedal extension/pedal box must have two (minimum) mounting points to the chassis.

A single piece commercially manufactured pedal extension assembly must be securely mounted to the chassis by a minimum of two mounting points.

Implementation: *Immediate (clarification)*

Reason: Clarification. To permit the use of a single piece design now being sold by kart shops.

Rule N12.1 Rotax FR125 Max

Replace the current Rule with the following:

N12.1 Engine Technical Specifications are under the control of KartSport New Zealand Executive in conjunction with Rotax. The KartSport New Zealand Executive reserves the right to alter the class specifications to ensure fairness of competition, safety and the wishes of the competitors. Only written submissions will be accepted for changes, with the Executive acting on them if considered necessary.

VARIANT OPTIONS:

- Pre EVO Rotax FR125 Max with option of Series 1, 2 or 3 (new) exhaust system.
OR
- Pre EVO Rotax FR125 Max with full EVO Kit except for: new Series 3 exhaust system, new crankshaft, new con rods and new piston which are all optional.
OR
- Complete new Rotax FR125 Max EVO engine with new Series 3 exhaust only.
- EVO1 loom, components and mounts are legal only until 30-4-16.
- EVO2 loom, components and mounts are legal from 1-2-16.

NOTE: No Mixing and Matching

- The mixing of pre EVO and EVO components is limited to:
- A new EVO engine must be run with **ALL** components supplied. This includes the cylinder and the new Series 3 exhaust system.
- A pre EVO engine with an EVO Kit upgrade must run with **ALL** EVO Kit components except the new Series 3 exhaust system, new con rod, new crankshaft and new piston which are all optional.
- A pre EVO engine (circa Dec 2014 specifications) without the EVO Kit must run with **ALL** pre EVO components with the following exceptions: new Series 3 exhaust system, new crankshaft, new con rod and new piston are optional.

Implementation: 1-1-17

Reason: To align our Rules with international Rotax rules.

Rule N12.5 Rotax FR125 Max CARBURETTOR

Replace the current Rule with the following:

N12.5 CARBURETTOR: DELLORTO carburettor VHSB 34" cast in the housing of the carburettor. "QD", "QS" or "XS" (EVO) stamped in the housing of the carburettor. The complete inlet bore in the casting of the carburettor must show cast surface. All jets must be correctly seated and securely fitted at any time (tightened)! Settings of the carburettor adjustment screws (idle and idle air) are free. The position of the jet needle is free. Genuine OEM Dellorto Main Jets must be used. The Main Jet size is free.

The two carburettor vent fittings can be connected with the original 180mm long air vent hose (Rotax part no. 260 260). The location of the hose opening has to be placed at the rear of the carburettor.

Or the two carburettor vent fittings can be connected with hoses. They must be leak proof venting into an overflow container as per Rule K1.23.

One of the above options must be used.

Implementation: 1-8-16

Reason: To coincide with new Rotax carburettor float height Rule implementation which brings New Zealand into line with international Rotax rules.

New Rule N12.5.4.9 Carburettor Float Height

Add the following new Rule:

N12.5.4.9 Carburettor Float Height: The height of the two arms of the float lever must be within the slot of the carburettor gauge (Rotax part no. 277 400) by their normal weight measured at carburettor housing without gasket in the reverse upright position.



Implementation: 1-8-16

Reason: To coincide with new Rotax carburettor overflow tube Rule implementation which brings New Zealand into line with international Rotax rules.

Rule N12.16 Rotax FR125 Max CYLINDER
Replace the current Rule with the following:

N12.16 CYLINDER: Light-alloy-cylinder with GILNISIL-plating. Any re-plating of cylinder is not allowed. Cylinder with one main exhaust port and exhaust valve. Maximum bore of cylinder = 54.035 mm (measured 10 mm above the exhaust port). Cylinder has to be marked with the "ROTAX" logo. Cylinder with pneumatic timed exhaust valve.
Cylinders with 2-letter casting codes are legal to be used for all competition.



Cylinders marked with number casting codes and identification codes 223 993, 223 996 or 223 997 are legal to be used for all competition, except as noted below.

From 1-1-2017 cylinders with number casting codes and identification codes 223 996 or 223 997 will not be permitted at the following events:

- NZ Sprint Championships
- NZ SuperKart Championships and Grand Prix
- Island SuperKart Championships and Grand Prix
- Island Sprint Championships
- NZ Schools Championships
- Rounds of the NZ Rotax Max Challenge Series



Implementation: *Immediate (clarification)*

Reason: Clarification. To allow the use of lettered cylinders which are currently in use. Notification of our intention to follow international Rotax cylinder Rules from 1-1-17 for our key events.

Rule N12.24 Rotax FR125 Max Clutch

Replace the first section of the current Rule with the following:

N12.24 CLUTCH: Both clutch element versions (item 6 with or without holes) as in illustration are legal to be used. O-Ring (item 11 must be used).

Old version clutch element can be either untreated or nitrated configuration.

New clutch drum (Rotax #659937) is permitted.

For 11 tooth sprocket, either the plain bearing (Rotax # 233850, 15x17x20) or (15x17x17.6 Rotax # 233855) must be fitted without any O-ring or Sealed needle cage bearing (15x19x17, Rotax # 632415) must be fitted with O-ring (12x2.5, Rotax # 950815).

Non Genuine Rotax Max 17 tooth Drive Sprockets are permitted for SuperKart competition only.

Implementation: *Immediate (clarification)*

Reason: Clarification. Change by Rotax to improve durability.

Rule N14.1 Rotax FR125 Junior Max

Replace the current Rule with the following:

N14.1 Engine Technical Specifications are under the control of KartSport New Zealand Executive in conjunction with Rotax. The KartSport New Zealand Executive reserves the right to alter the class specifications to ensure fairness of competition, safety and the wishes of the competitors. Only written submissions will be accepted for changes, with the Executive acting on them if considered necessary.

VARIANT OPTIONS:

- Pre EVO Rotax FR125 Max with option of Series 1, 2 or 3 (new) exhaust system.
OR
- Pre EVO Rotax FR125 Max with full EVO Kit except for: new Series 3 exhaust system, new crankshaft, new con rods and new piston which are all optional.
OR
- Complete new Rotax FR125 Max EVO engine with new Series 3 exhaust only.
- EVO1 loom, components and mounts are legal only until 30-4-16.
- EVO2 loom, components and mounts are legal from 1-2-16.

NOTE: No Mixing and Matching

- The mixing of pre EVO and EVO components is limited to:
- A new EVO engine must be run with **ALL** components supplied. This includes the cylinder and the new Series 3 exhaust system.
- A pre EVO engine with an EVO Kit upgrade must run with **ALL** EVO Kit components except the new Series 3 exhaust system, new con rod, new crankshaft and new piston which are all optional.
- A pre EVO engine (circa Dec 2014 specifications) without the EVO Kit must run with **ALL** pre EVO components with the following exceptions: new Series 3 exhaust system, new crankshaft, new con rod and new piston are optional.

Implementation: *1-1-17*

Reason: To align our Rules with international Rotax rules.

Rule N14.5 Rotax FR125 Junior Max CARBURETTOR

Replace the current Rule with the following:

N14.5 CARBURETTOR: DELLORTO carburettor VHSB 34" cast in the housing of the carburettor. "QD", "QS" or "XS" (EVO) stamped in the housing of the carburettor. The complete inlet bore in the casting of the carburettor must show cast surface. All jets must be correctly seated and securely fitted at any time (tightened)! Settings of the carburettor adjustment screws (idle and idle air) are free. The position of the jet needle is free. Genuine OEM Dellorto Main Jets must be used. The Main Jet size is free.

The two carburettor vent fittings can be connected with the original 180mm long air vent hose (Rotax part no. 260 260). The location of the hose opening has to be placed at the rear of the carburettor.

Or the two carburettor vent fittings can be connected with hoses. They must be leak proof venting into an overflow container as per Rule K1.23.

One of the above options must be used.

Implementation: 1-8-16

Reason: To coincide with new Rotax carburettor float height Rule implementation which brings New Zealand into line with international Rotax rules.

New Rule N14.5.4.9 Carburettor Float Height

Add the following new Rule:

N14.5.4.9 Carburettor Float Height: The height of the two arms of the float lever must be within the slot of the carburettor gauge (Rotax part no. 277 400) by their normal weight measured at carburettor housing without gasket in the reverse upright position.



Implementation: 1-8-16

Reason: To coincide with new Rotax carburettor overflow tube Rule implementation which brings New Zealand into line with international Rotax rules.

Rule N14.16 Rotax FR125 Junior Max CYLINDER

Replace the current Rule with the following:

N14.16 CYLINDER: Light-alloy-cylinder with GILNISIL-plating. Any re-plating of cylinder is not allowed. Cylinder with one main exhaust port. Maximum bore of cylinder = 54.035 mm (measured 10 mm above the exhaust port). Cylinder has to be marked with the "ROTAX" logo.

Cylinders with 2-letter casting codes are legal to be used for all competition.



Cylinders marked with number casting codes and identification codes 223 994, 223 998 or 223 999 are legal to be used for all competition, except as noted below.

From 1-1-2017 cylinders with number casting codes and identification codes 223 998 or 223 999 will not be permitted at the following events:

- NZ Sprint Championships
- NZ SuperKart Championships and Grand Prix
- Island SuperKart Championships and Grand Prix
- Island Sprint Championships
- NZ Schools Championships
- Rounds of the NZ Rotax Max Challenge Series



Implementation: *Immediate (clarification)*

Reason: Clarification. To allow the use of lettered cylinders which are currently in use. Notification of our intention to follow international Rotax cylinder Rules from 1-1-17 for our key events.

Rule N14.23 Rotax FR125 Junior Max Clutch

Replace the first section of the current Rule with the following:

N14.23 CLUTCH: Both clutch element versions (item 6 with or without holes) as in illustration are legal to be used. O-Ring (item 11 must be used).

Old version clutch element can be either untreated or nitrated configuration.

New clutch drum (Rotax #659937) is permitted.

For 11 tooth sprocket, either the plain bearing (Rotax # 233850, 15x17x20) or (15x17x17.6 Rotax # 233855) must be fitted without any O-ring or Sealed needle cage bearing (15x19x17, Rotax # 632415) must be fitted with O-ring (12x2.5, Rotax # 950815).

Implementation: *Immediate (clarification)*

Reason: Clarification. Change by Rotax to improve durability.

Rule N16.1 Rotax 125 Max DD2

Replace the current Rule with the following:

N16.1 Engine Technical Specifications are under the control of KartSport New Zealand Executive in conjunction with Rotax. The KartSport New Zealand Executive reserves the right to alter the class specifications to ensure fairness of competition, safety and the wishes of the competitors. Only written submissions will be accepted for changes, with the Executive acting on them if considered necessary.

VARIANT OPTIONS:

- Pre EVO (ref Rules Issue 2014-7) Rotax DD2 (except for updated squish) with option of Series 1, 2 or 3 (new) exhaust system.
OR
- Pre EVO (ref Rules Issue 2014-7) Rotax DD2 (except for updated squish) with full EVO Kit except for: new Series 3 exhaust system, new crankshaft, new con rod and new piston which are all optional.
OR
- Complete new DD2 EVO engine with new Series 3 exhaust only.
- EVO1 loom, components and mounts are legal only until 30-4-16.
- EVO2 loom, components and mounts are legal from 1-2-16.

NOTE: No Mixing and Matching

- The mixing of pre EVO and EVO components is limited to:
- A new EVO engine must be run with **ALL** components supplied. This includes the cylinder and the new Series 3 exhaust system.
- A pre EVO engine with an EVO Kit upgrade must run with **ALL** EVO Kit components except the new Series 3 exhaust system, new con rod, new crankshaft and new piston which are all optional.
- A pre EVO engine (circa Dec 2014 specifications) without the EVO Kit must run with **ALL** pre EVO components with the following exceptions: new Series 3 exhaust system, new crankshaft, new con rod and new piston are optional.

Implementation: *1-1-17*

Reason: To align our Rules with international Rotax rules.

Rule N16.5 Rotax 125 Max DD2 CARBURETTOR

Replace the current Rule with the following:

N16.5 CARBURETTOR: DELLORTO carburettor VHSB 34" cast in the housing of the carburettor. "QD", "QS" or "XS" (EVO) stamped in the housing of the carburettor. The complete inlet bore in the casting of the carburettor must show cast surface. All jets must be correctly seated and securely fitted at any time (tightened)! Settings of the carburettor adjustment screws (idle and idle air) are free. The position of the jet needle is free. Genuine OEM Dellorto Main Jets must be used. The Main Jet size is free.

The two carburettor vent fittings can be connected with the original 180mm long air vent hose (Rotax part no. 260 260). The location of the hose opening has to be placed at the rear of the carburettor.

Or the two carburettor vent fittings can be connected with hoses. They must be leak proof venting into an overflow container as per Rule K1.23.

One of the above options must be used.

Implementation: 1-8-16

Reason: To coincide with new Rotax carburettor float height Rule implementation which brings New Zealand into line with international Rotax rules.

New Rule N16.5.4.9 Rotax 125 Max DD2 Carburettor Float Height

Add the following new Rule:

N16.5.4.9 Carburettor Float Height: The height of the two arms of the float lever must be within the slot of the carburettor gauge (Rotax part no. 277 400) by their normal weight measured at carburettor housing without gasket in the reverse upright position.



Implementation: 1-8-16

Reason: To coincide with new Rotax carburettor overflow tube Rule implementation which brings New Zealand into line with international Rotax rules.