



## Rule Change from the Executive

Issue #2016-5 Published 1-6-16

Updates underlined:

### Rules D1.2 AGE GROUPS and D1.3 AGE GROUP UPGRADING

Replace the current Rules with the following:

**D1.2 AGE GROUPS:** Competitors are subject to the following age limits:-

**CADET AGE GROUP:** Being competitors aged 6 and under 11 years. A competitor under the age of 7 years. can only hold an Unrated Licence.

**JUNIOR RESTRICTED AGE GROUP:** Being competitors aged 9 and under 13 years.

**JUNIOR CLUBSPORT AGE GROUP:** Being competitors aged 11 and under 17 years. (trial until 31-5-17)

**JUNIOR AGE GROUP:** Being competitors aged 12 and under 17 years. 'Tier 1' Sprint Licence rated Junior competitors who are 14 years old and over may compete in the SuperKart Junior 100cc Yamaha Class.

**SENIOR AGE GROUP:** Being competitors 15 years and over but subject to the rating and qualifications as entered on the competition licence.

**MASTERS CLASSIFICATION:** Competitors in any Senior Age Group class over the age of 40 who wish to be recognised as a "Master" will use a green number plate as defined in Rule L2.9. Such competitors will compete in the Senior class of their choice (as defined in Section E) and may be recognised in a "Masters" classification if the event organisers so decide.

**D1.3 AGE GROUP UPGRADING:** A competitor, upon reaching the lower age limit for their next respective Age Group may:

- Immediately move into Junior Restricted/Junior ClubSport/Junior/Senior Age Group.
- Continue in their respective Age Group until the maximum age limit is reached.
- When upgrading, each respective licence book **MUST** be forwarded to the Competition Licence Secretary immediately for amendment. 'The administration/delivery charge for the upgrade is \$20.00.
- Changing to a younger Age Group is not permitted.
- A competitor can only compete with one respective Age Group Licence at an event. (eg competing on a Junior ClubSport Licence or Junior Licence and a Senior Licence at the same event is not permitted.)

### **Implementation: 1-7-16**

**Reason:** Round 31 proposal to provide a lower cost pathway for younger drivers moving up from Cadet. On trial until 30-5-17.

### Rules D2.1 **COMPETITION LICENCE:**

Replace the 4<sup>th</sup> paragraph of the current Rule with the following:

#### **D2.1 COMPETITION LICENCE:**

The Competition Licence fee is \$206.00 per annum and \$17.15 per month for any additional months. Subsequent family members residing at the same address pay only \$154.00 per annum each, regardless of class, and \$12.80 per month for any additional months.

**Implementation: 1-7-16**

**Reason:** Rule D2.1 requires the following. "Licence fees will rise, effective 1st July each year, by an amount no less than the annual rate of inflation as published by the New Zealand Government for the 12 month period ending 31 March". Due to low inflation no change was made last year. This increase takes the last 2 years inflation into account. Courier and mail charges have increased by more than 1% over this time.

**Rule: E4.1.2 JUNIOR CLUBSPORT 120**

**Replace the current Rule with the following:**

**E4.1.2 JUNIOR CLUBSPORT 120**

Drivers with a Junior ClubSport Licence, minimum age 11 years, are also eligible to compete in this class. (subject to trial until 31-5-17)

Maximum licence rating 'Tier 2'.

Eligible engine: Raket 120 to KartSport New Zealand specs.

MAW 133kg

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

Clutch: Obligatory. Must be the clutch as originally supplied with the Raket 120 engine. (Rule M2)

Chassis: Exactly as per KartSport New Zealand chassis sprint unless otherwise specified. (Rule K1)

Telemetry: No data acquisition systems or telemetry devices other than rev counter and or lap timer with or without memory. No temperature measuring or recording devices allowed.

Eligible for Group F event – Club Day competition only.

Not to be raced in conjunction with Junior 100cc Yamaha, Formula Junior, Rotax Max Junior or KF3 class.

Rules for this class are under the control of KartSport New Zealand Executive. 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 from Clubs will be accepted for changes, with the Executive acting on them if considered necessary.

**Implementation: 1-7-16**

**Reason:** Round 31 proposal to provide a lower cost pathway for younger drivers moving up from Cadet. On trial until 30-5-17.

**Rule: E4.1.4 JUNIOR CLUBSPORT LO206**

**Replace the current Rule with the following:**

**E4.1.4 JUNIOR CLUBSPORT LO206**

Drivers with a Junior ClubSport Licence, minimum age 11 years are also eligible to compete in this class. (subject to trial until 31-4-17)

Eligible engine: Briggs & Stratton LO206 to KartSport New Zealand specs.

MAW 137kg

Fuel: Pump petrol (Rule L4.1)

Oil: Amsoil Briggs & Stratton synthetic 4T Racing Oil only

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

Rear rims for Dry tyres: 205mm (8 inch nominal) wide minimum.

Clutch: Obligatory. Must be the Hilliard Inferno Flame to KartSport New Zealand specs.

Telemetry: No data acquisition systems or telemetry devices other than rev counter and or lap timer with or without memory. No temperature measuring or recording devices allowed.

Eligible for Group F events– Club Day competition only.

Not to be raced in conjunction with Junior 100cc Yamaha, Formula Junior, Rotax Max Junior or KF3 class.

Rules for this class are under the control of KartSport New Zealand Executive. 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 from Clubs will be accepted for changes, with the Executive acting on them if considered necessary.

***Implementation: 1-7-16***

**Reason:** Round 31 proposal to provide a lower cost pathway for younger drivers moving up from Cadet. Lower MAW based on competitor feedback/experience to date.

**Rule: E4.2.1 CLUBSPORT LO206 LIGHT**

**Replace the current Rule with the following:**

**E4.2.1 CLUBSPORT LO206 LIGHT**

Eligible engine: Briggs & Stratton LO206 to KartSport New Zealand specs.

MAW 157kg. NOTE: Clubs can choose to run a single weight class at 167kg.

Fuel: Pump petrol (Rule L4.1)

Oil: Amsoil Briggs & Stratton synthetic 4T Racing Oil only.

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5).

Rear rims for Dry tyres: 205mm (8 inch nominal) wide minimum.

Clutch: Obligatory. Must be the Hilliard Inferno Flame to KartSport New Zealand specs.

Telemetry: No data acquisition systems or telemetry devices other than rev counter and or lap timer with or without memory. No temperature measuring or recording devices allowed.

Eligible for Group F events– Club Day competition only.

Rules for this class are under the control of KartSport New Zealand Executive. 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 from Clubs will be accepted for changes, with the Executive acting on them if considered necessary.

**Implementation: 1-7-16**

**Reason:** Lower MAW based on competitor feedback/experience to date.

**Rule: E4.2.3 CLUBSPORT LO206 HEAVY**

**Replace the current Rule with the following:**

**E4.2.3 CLUBSPORT LO206 HEAVY**

Eligible engine: Briggs & Stratton LO206 to KartSport New Zealand specs.

MAW 177kg. NOTE: Clubs can choose to run a single weight class at 167kg.

Fuel: Pump petrol (Rule L4.1).

Oil: Amsoil Briggs & Stratton synthetic 4T Racing Oil only.

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5).

Rear rims for Dry tyres: 205mm (8 inch nominal) wide minimum.

Clutch: Obligatory. Must be the Hilliard Inferno Flame to KartSport New Zealand specs.

Telemetry: No data acquisition systems or telemetry devices other than rev counter and or lap timer with or without memory. No temperature measuring or recording devices allowed.

Eligible for Group F events– Club Day competition only.

Rules for this class are under the control of KartSport New Zealand Executive. 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 from Clubs will be accepted for changes, with the Executive acting on them if considered necessary.

**Implementation: 1-7-16**

**Reason:** Lower MAW based on competitor feedback/experience to date.

**Rule J2.11 TAKING THE START**

**Replace the current Rule with the following:**

**J2.11 TAKING THE START:** All karts must maintain their position in close formation from the Red (Formation) Line (*or cones as a temporary measure*) until the Start Signal is given.

(The position of the Red Line across the track is approximately 100 metres before the Yellow Line, and is subject to the prior approval of the National Track and Safety Inspector.)

It is the responsibility of the Pole Kart to deliver the field from the Red Formation Line to the Start Zone at a slow and constant speed that is approximately 25 to 35% of race speed as assessed solely by the judgment of the Starter and/or Race Director.

No kart may accelerate or move out of position while in formation until the Start Signal is given.

Competitors must place their rear wheel adjacent to the appropriate parallel white line in the middle of the track or remain wholly within the appropriate marked lane until the Start Signal is given (except in the case of a single row restart – Rule J2.19)

The Pole Kart must not be passed before the Start Signal is given.

If a Start Signal is not given before the Pole Kart crosses the Start Line another rolling lap occurs.

A Start Signal is indicated by the Start Lights being extinguished or by the drop of a Green Flag.

A kart is deemed to have started if it crosses the Start Line under its own motive power after a Start Signal has been given and before the leading kart has completed the first racing lap.

**Implementation: 1-7-16**

**Reason:** Round 31 proposal, majority support by Clubs. Recommendation from the National Steward following attendance at a round of the Karting Australia Championships. Removing the "half speed" wording indicates more strongly that we want slower starts and aligns us with Karting Australia.

**Rule: L2.10 Running in Plate**

**Add the following new Rule:**

**L2.10**            **Running in Plate: Competitors running in engines during testing/practice/Tuning**  
**Runs must place a red cross over their kart's rear number plate. Cross tape width:**  
**25mm minimum.**

**Implementation: Immediate (Safety)**

**Reason:** Safety. Recommendation from National Steward following observation at a recent round Karting Australia National Championships. A current Rule in Australia.

**Rule: N15.1.6 Briggs and Stratton LO206 General Specifications**

**Replace the current Rule with the following:**

**N15.1.6** Fitting of helicoil or steel insert type thread repair to repair damaged threads is permitted, providing such repairs are not used to derive any benefit other than rectification of damage, for shrouds, valve cover, oil drain, oil fill holes, blower housing, exhaust pipe and intake manifold attachment studs on the head and lower brackets only.

**Implementation: Immediate (Clarification)**

**Reason:** Clarification. To enable repair. Intake Manifold was not included in original rule

**Rule N15.7 Briggs and Stratton LO206 Exhaust**

**Replace the current Rule with the following:**

**N15.7 EXHAUST:**

- Header must be RLV Model 5507 for all classes.
- Header length: 476mm +/- 7mm along the long side from the back of the flange to the base of the first expansion in the pipe.
- One only compulsory gasket, 1.5mm maximum thickness and silicone/sealer are permitted to seal header to head.
- Studs or bolts are permitted to fasten header to head. Bolts or nuts must be safety wired.
- Helicoiling or fitting steel thread inserts to the threads that secure the exhaust header or support bracket is permitted.
- It is permitted to wrap the front support bracket and hose clamp with exhaust wrap.

**Implementation: Immediate (Clarification)**

**Reason:** Clarification. To enable repair. Allow extra insulation of the front support bracket which can get hot.

**Rule N15.9 Briggs and Stratton LO206 CARBURETTOR and INTAKE MANIFOLD**  
Replace the current Rule with the following:

**N15.9 CARBURETTOR and INTAKE MANIFOLD:** The Briggs & Stratton OEM carburettor part #555658 is the only carburettor permitted. 'Walbro', 'Briggs' diamond logo and/or #590890 etched in the body of the carburettor are additional visual indicators. No alterations allowed unless stated below. All parts will be compared to a OEM Briggs & Stratton part for eligibility. This includes the nozzle, emulsion tube, jets, float, float needle and all other carburettor parts. It is permitted to adjust the float height by means of bending the small tab on the float arm. Slide must remain Briggs & Stratton stock unaltered. Slide cutaway to be measured on a flat surface. 12.7 mm flat bar. **Tech Tool A10-0.075**.  
Briggs & Stratton OEM unaltered aluminium needle part #555602 marked #BGB is mandatory. Needle to be inspected using **Tech Tool A4-0.070**. Needle, when placed in **Tech Tool A4-0.070**, should not protrude through the other side. If needle protrudes through the block it is out of specification.  
Carburettor overflow must be vented 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.

**Implementation: Immediate (Correction)**

**Reason:** Correction to the measurement of the flat bar.

**Rule P1.16 Sprint Championships PROGRAMME**  
Replace the current Rule with the following:

**P1.16 PROGRAMME**  
**OPTION 1**

**Day 1 Confirmation of entry.**

Check Supplementary Rules for official time period. Often the previous day.

Scrutineering for morning classes

**Morning:**

Optional 5 minute Tuning Run for Saturday classes. (Transponders must be fitted to karts prior to Tuning Run).

Time Trials for Saturday classes

Repechage Races for Saturday classes (if required)

**Afternoon:**

Scrutineering for afternoon classes

Optional 5 minute Tuning Run for Sunday classes. (Transponders must be fitted to karts prior to Tuning Run).

Time Trials for Sunday classes

Repechage Races for Sunday classes (if required)

**Day 2**

Optional 5 minute Tuning Run for Saturday classes. (Transponders must be fitted to karts prior to Tuning Run).

Heats

Pre-Finals

Finals

Podium presentations after each Final (if time allows)

Technical inspection of engines, etc.

Confirmation of event results. (subject to fuel and tyre testing if applicable)

**Day 3**

Optional 5 minute Tuning Run for Sunday classes. (Transponders must be fitted to karts prior to Tuning Run).

Heats

Pre-Finals

Finals

Podium presentations after each Final (if time allows)

Technical inspection of engines, etc.

Confirmation of event results. (subject to fuel and tyre testing if applicable)

Prizegiving at suitable venue.

**OPTION 2 (South Island Sprint Championships only)****Each Day**

Confirmation of entry. (Check Supplementary Rules for official time period. Often the previous day).

Scrutineering for all classes

Optional 5 minute Tuning Run. (Transponders must be fitted to karts prior to Tuning Run).

Time Trials

Repechage(s) (if required)

Heats

Pre-Finals

Finals

Podium presentations after each Final (if time allows)

Technical inspection of engines, etc.

Confirmation of event results. (subject to fuel and tyre testing if applicable)

Prizegiving at suitable venue after final day

**OPTION 3****Day 1**

Confirmation of entry. (Check Supplementary Rules for official time period. Often the previous day).

Scrutineering for all classes.

Optional 5 minute Tuning Run. (Transponders must be fitted to karts prior to Tuning Run).

Time Trials, Repechages (if required) and Heat 1. All classes.

**Day 2**

Optional 5 minute Tuning Run. (Transponders must be fitted to karts prior to Tuning Run).

Heat 2 and Pre-Final. All classes.

**Day 3**

Optional 5 minute Tuning Run. (Transponders must be fitted to karts prior to Tuning Run).

Finals. All classes

Podium presentations after each Final (if time allows)

Prizegiving at suitable venue.

**Implementation: 1-7-15**

**Reason:** Round 31 proposal, majority support by Clubs. To assist in event timetable especially where Clubs have operating time restrictions and all classes are running.

**Rule Q5.1 Events General**

**Replace the current Rule with the following:**

**Q5.1 GENERAL:**

Drivers must be correctly clothed at all times. (Rule G3.2)

The following class groupings are the only class groupings permitted:

- Cadet Raket and Cadet ROK may run together.
- Vortex Mini ROK must run alone.
- Junior ClubSport LO206, Junior ClubSport 120 may run together.
- Junior 100cc Yamaha, Formula Junior, 125 Rotax Max Junior and KF3 may run together.
- All Senior classes may run together.

At all times drivers must meet the age limits, as per Rule E3, for the class of kart being driven.

- Karts must travel around the circuit in the same direction.
- Karts must leave and enter the pit area via the correct exit and entry.
- Karts must not be driven in or through the pit area.
- Karts must not be worked on at the circuit edge.
- Karts must be pulled well clear of the circuit if a break down occurs.
- Karts may only be refuelled in the pit area. Refuelling is NOT permitted on the Out Grid nor any area of the circuit.

**Implementation: 1-7-16**

**Reason:** Round 31 proposal to provide a lower cost pathway for younger drivers moving up from Cadet. On trial until 30-5-17. Therefore these two ClubSport classes (age 11+ years) can no longer run with the other faster Junior classes for 12+ years old competitors.

**Rule R1.15 SERIES**

**Replace the current Rule with the following:**

**R1.15 SERIES**

A Series includes:

- A competition run over more than one weekend.
- A competition run at more than one venue on the same weekend.

All Series Rounds will be run under Group E Open event permits in the name of the host Club. Stand alone Sprint Series Rounds can only run over a maximum of four weekends within a 12 month period. Multiple Rounds per weekend are permitted. **Exception:** A Sprint Series can be run over a maximum of six weekends within a 12 month period providing all Rounds are run within host Clubs' signature events (eg Citrus, Blossom, etc). There is no limit to the number of series that can be contested at one signature event and no single series can prohibit other series from competing at the same event.

The organizer/promoter of the Series is required to apply for a Series Permit by submitting the following, no later than three months prior to the date of the first Round:



- A copy of the Series Supplementary Rules.
- Date/venue/host Club for each Round.
- A copy of the Round hosting contracts (signed by both parties) between each of the host organizer/promoter.
- Name of the Series Race Secretary who will be responsible for co-ordinating entries and providing host Clubs with provisional entry lists prior to the event. The Series Race Secretary must provide the event Stewards with the provisional Series points following the confirmation at each Round. (For Series results and classifications procedure see R3.8.)
- Series Registration Fee.

***Implementation: Immediate (clarification)***

**Reason:** Clarification. If Series promoters wish to control entry conditions they have the option of a four weekend stand alone series (eg 2016 NZRMC Series). Multiple series using the results from signature and/or Championship events potentially means increased participation/revenue for Clubs without putting extra pressure on the event calendar.