



Rule Changes from the Executive

Issue #2016-6 Published 12-7-16

Updates underlined:

Rule R1.3 Permit Fees

Replace the current Rule with the following:

R1.3 PERMIT FEES:

<u>Group F Club Day (KartSport New Zealand Licenced Sprint Track) per event</u>	<u>\$50</u>
<u>Group E Open Sprint (incl Masters Games) per event</u>	<u>\$250</u>
<u>Group D Club Day (MSNZ Licenced Circuit) per event</u>	<u>\$250</u>
<u>Group C CIK approved and sanctioned event (plus CIK fee) per event</u>	<u>\$250</u>
<u>Group B Island Sprint, Island SuperKart & GP, NZ Schools and NZ Dirt per event</u>	<u>\$250</u>
<u>Group A NZ SuperKart & GP and CIK Trophy of NZ per event</u>	<u>\$250</u>
<u>Group A NZ Sprint per event</u>	<u>No Fee</u>
<u>Temporary Circuits (See R1.13) per event. Inspector's travel/accommodation costs plus</u>	<u>\$2000</u>
<u>Demonstrations per event (fee may be waived subject to marketing evaluation)</u>	<u>\$1000</u>
<u>Stand alone Open Series Registration Fee per series</u>	<u>\$1000</u>
<u>Fully Integrated Open Series Registration Fee per series*</u>	<u>\$500</u>
<i>(* ie a true points only series FULLY integrated into existing events, and with existing Classes, that is open to anyone with the respective Licence rating to enter.)</i>	
 <u>Additional Charges</u>	
<u>Amendments to Permits</u>	<u>\$250</u>
<u>Corrections to permits</u>	<u>\$150</u>
<u>Permits received late</u>	<u>\$250</u>

NOTE: Permit Fees and Additional Charges are non refundable.

Implementation: *All 2017 events and series (including 2016/17 Goldstar Series) onward.*

Reasons: Commercializing KartSport

Over recent years it has become abundantly clear that operating KartSport New Zealand as a largely volunteer based organization is no simply no longer viable. Skilled, paid professionals with clear strategic direction and accountability are urgently required if we are to capitalize on KartSport New Zealand's recent investment of time and money in building a sound, solid platform for growth.

The Competitions Managers role by itself is a virtually a full time job and demands professional outcomes at all levels, on and off track, in recruitment, training and retention of officials and in managing and implementing a growing OH&S responsibility. No *volunteer* has applied for the role which is totally understandable as the shoes are impossible to fill on a part time basis.

On the other side it is clear while some Clubs have managed to capitalise on KartSport New Zealand's marketing and growth initiatives many simply lack the time or skillsets to revitalize and grow their product offering and in turn their membership. Hence a full time Business Development position is also an imperative if we are to grow the sport by enhancing our marketing and sales processes and delivering full-time support to individual clubs, series promoters and trade.

To fund this crucial strategic management enhancement, we are forced to adopt a more user pays model. The increase in paid management roles will be funded by the improved supplier arrangements and new permit fees. KartSport New Zealand has considered following other sporting bodies and adding surcharges the likes of # Health & Safety, # Training Levy's however has chosen to simply address as one. The new Permit Fees reflect a model where the *more you play the more you pay* and there is no reason Clubs/Promoters should not pass the costs on 100%. If Clubs are proactive and realistic they must also take the opportunity to set real fees for all their services. We are all woefully undervaluing the values we deliver let alone the immense capital investment of our race weekends and practice days.

It is blindingly obvious that competitors have been used to paying incredibly low event fees for so long they are reluctant to pay anymore. At the same time be they Club Day warriors or big budget race teams all are demanding top level facilities and professionalism and service delivery. The simple facts are that since the GFC the sponsors have gone (be you a Kart Club, a Race Track or even a Formula One team), Sport NZ are focused on Olympic only and have slashed Motorsport funding. At the other end of the scale we have seen the discretionary spend in equipment and consumables happily increase dramatically for our mid and top level multi event karters. The only viable option is a user pays environment.

KartSport New Zealand is determined to maintain the momentum and continue to reinvigorate the sport but this can no longer be achieved on the backs of our ever overburdened, underfunded volunteers, including those at Executive level. Paid key strategic, governance, administration and development roles are now a fact of life.

New initiatives from upgraded training programs, regular officials performance evaluation, improved track and safety programs, much greater investment in marketing and sales, proactive promotional trade and supplier partnerships, increased commitment to grass roots programs, elite athlete pathways, greater assistance with Have-A-Go and Pay-to-Play initiatives, creation of independent remunerated judicial panel, development of work process improvements and government lobbying with fellow motorsport associations, enhancement of our brand profile and values so as to deliver real ROI for sponsors and stakeholders are just some of the areas the investment will deliver.

So what will these changes mean for competitors? Subject to how Clubs and promoters apply the changes, Club Day competitors will pay \$1-2 more a weekend. Standalone Series (eg the NZRMC) competitors will pay \$11-12 more for the series entry fee and \$1-2 more per event entry fee. Smaller fully integrated series like the ROK Cup competitors may pay up to \$15-20 more for the Series entry fee (for a 4-6 round Series) and \$1-2 more per event entry fee.

Rule N12.4 Rotax Max Intake Silencer

Replace the current Rule with the following:

N12.4 INTAKE SILENCER: Intake silencer with integrated, washable air filter has to be used with all parts as shown at the illustration and has to be mounted on the support bracket with two screws (in dry and wet condition).

- An 8mm maximum drain hole is permitted.
- Intake silencer tube (pos 2) and carburettor socket (pos 6) are marked with the wording "ROTAX".
- Intake silencer case bottom is marked on the inside with the Rotax part no. 225 015.
- Intake silencer case, top is marked on the inside with the Rotax part no. 225 025.
- Air filter (pos 4) must be installed as shown in the illustration between the two holders (pos 3) and must cover the complete area of the intake silencer case bottom (pos1).
- Two versions of air filters (pos 4) are legal to be used (Rotax 225051 or 225053). Single layer air filter - 'fine' version only (black) and double layer air filter (green/black) marked "TwinAir".
- In wet conditions it is not permitted to attach anything to the intake silencer to protect the air inlet from water spray.

Note drawing unchanged

Implementation: **Immediate (clarification)**

Reason: Clarification.

Rule N12.5.5 Rotax Max Dellorto VHSB 34 XS (EVO) Carburettor

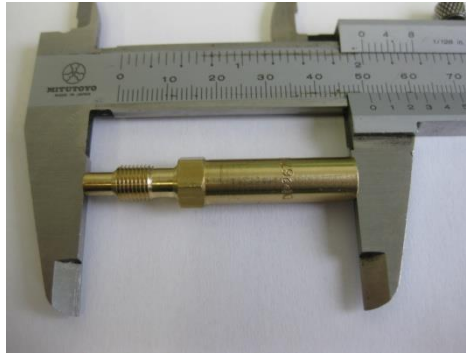
Replace the current Rules with the following:

- N12.5.5 Specific specifications for Dellorto VHSB 34 XS (EVO)**
NOTE: All other items not noted are as per Dellorto VHSB 34 QS and QD specifications.
- N12.5.5.1 Slide:** must show with size "45" in casting.
- N12.5.5.2 Jet Needle:** stamped with "K57" only.
- N12.5.4.3 Floats:** Only floats marked "4.0 gr" are legal to be used.
- N12.5.4.5 deleted**
- N12.5.4.6 deleted**

N12.5.4.7

Needle Jet: stamped with "DP267".

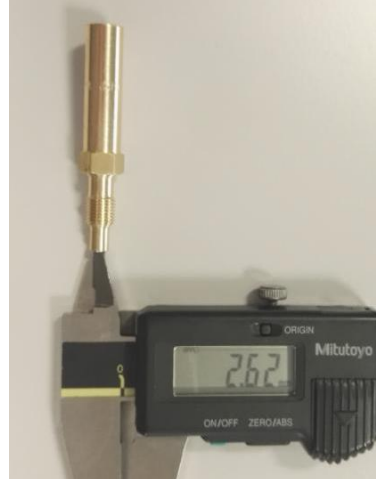
Total length: 51.00 +/- 0.5 mm.



Length of bottom section: 33.0 +/- 0.45 mm



Top bore diameter 2.67 +/- 0.10 mm



N12.5.4.8 **Idle Jet:** stamped with 60
Plug gauge 0.65mm may not enter the bore.



N12.5.4.9 **Idle Emulsion Tube:** stamped with 45
Plug gauge 0.50mm may not enter the central bore.



N12.5.4.10 **Atomizer:** Remove atomizer from carburettor body by means of a venturi tool set.

Total length: 23.75 +/- 0.35 mm



Atomizer length of cylindrical part: 15.75 +/- 0.25 mm



Atomizer dimension of cutaway: 5.8 +/- 0.3 mm



Atomizer dimension of cross bore: 5.0 +/- 0.15 mm



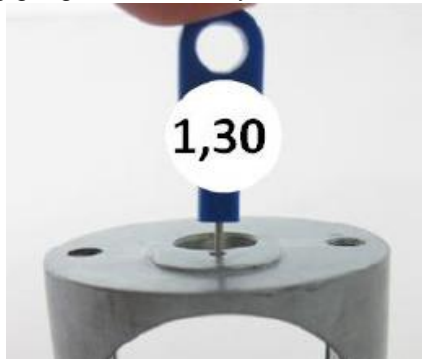
N12.5.4.11 Carburettor Insert: Must show stamping "12.5".



Angular bore of carburettor insert:
Plug gauge 0.60mm may not enter the bore.



Vertical bore of carburettor insert:
Plug gauge 1.30mm may not enter into bore.



Implementation: *Immediate (clarification)*

Reason: Clarification from Rotax. (Bulletin no. 1 2016 06 24).

Rule N14.4 Rotax Junior Max Intake Silencer

Replace the current Rule with the following:

N14.4 INTAKE SILENCER: Intake silencer with integrated, washable air filter has to be used with all parts as shown at the illustration and has to be mounted on the support bracket with two screws (in dry and wet condition).

- An 8mm maximum drain hole is permitted.
- Intake silencer tube (pos 2) and carburettor socket (pos 6) are marked with the wording "ROTAX".
- Intake silencer case bottom is marked on the inside with the Rotax part no. 225 015.
- Intake silencer case, top is marked on the inside with the Rotax part no. 225 025.
- Air filter (pos 4) must be installed as shown in the illustration between the two holders (pos 3) and must cover the complete area of the intake silencer case bottom (pos1).

- Two versions of air filters (pos 4) are legal to be used (Rotax 225051 or 225053). Single layer air filter - 'fine' version only (black) and double layer air filter (green/black) marked "TwinAir".
- At intake silencer cover (pos. 2, Rotax part no. 225 022), it is mandatory to fit the O-ring (pos. 6) on the intake silencer tube (pos. 5).
- In wet conditions it is not permitted to attach anything to the intake silencer to protect the air inlet from water spray.

Note drawing unchanged

Implementation: **Immediate (clarification)**

Reason: Clarification.

Rule N14.5.5 Rotax Junior Max Dellorto VHSB 34 XS (EVO) Carburettor
Replace the current Rules with the following:

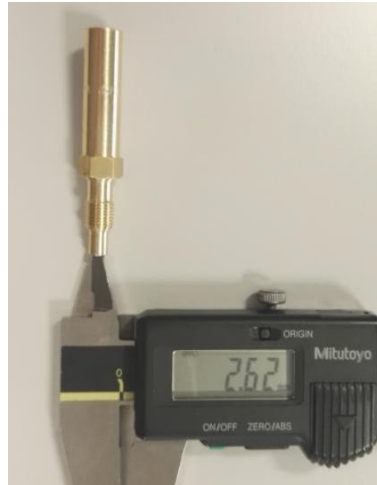
- N14.5.5 Specific specifications for Dellorto VHSB 34 XS (EVO)**
NOTE: All other items not noted are as per Dellorto VHSB 34 QS and QD specifications.
- N14.5.5.1 Slide:** must show with size "45" in casting.
- N14.5.5.2 Jet Needle:** stamped with "K57" only.
- N14.5.4.3 Floats:** Only floats marked "4.0 gr" are legal to be used.
- N14.5.4.5 deleted**
- N14.5.4.6 deleted**
- N14.5.4.7 Needle Jet:** stamped with "DP267".
Total length: 51.00 +/- 0.5 mm.



Length of bottom section: 33.0 +/- 0.45 mm



Top bore diameter 2.67 +/- 0.10 mm



N14.5.4.8 Idle Jet: stamped with 60
Plug gauge 0.65mm may not enter the bore.



N14.5.4.9 **Idle Emulsion Tube:** stamped with 45
Plug gauge 0.50mm may not enter the central bore.



N14.5.4.10 **Atomizer:** Remove atomizer from carburettor body by means of a venturi tool set.

Total length: 23.75 +/- 0.35 mm



Atomizer length of cylindrical part: 15.75 +/- 0.25 mm



Atomizer dimension of cutaway: 5.8 +/- 0.3 mm



Atomizer dimension of cross bore: 5.0 +/- 0.15 mm



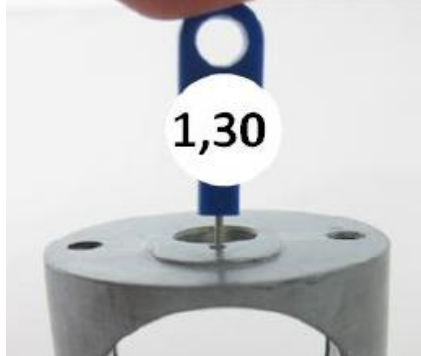
N14.5.4.11 Carburettor Insert: Must show stamping "12.5".



Angular bore of carburettor insert:
Plug gauge 0.60mm may not enter the bore.



Vertical bore of carburettor insert:
Plug gauge 1.30mm may not enter into bore.



Implementation: *Immediate (clarification)*

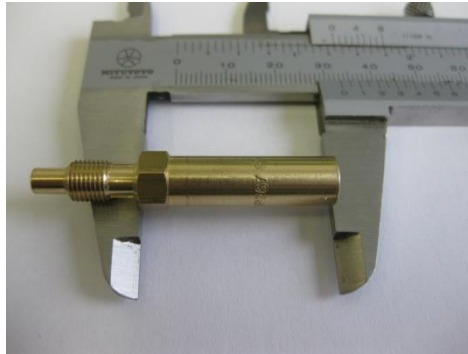
Reason: Clarification from Rotax. (Bulletin no. 1 2016 06 24).

Rule N16.5.5 Rotax Max DD2 Dellorto VHSB 34 XS (EVO) Carburettor
Replace the current Rules with the following:

- N16.5.5** **Specific specifications for Dellorto VHSB 34 XS (EVO)**
NOTE: All other items not noted are as per Dellorto VHSB 34 QS and QD specifications.
- N16.5.5.1** **Slide:** must show with size "45" in casting.
- N16.5.5.2** **Jet Needle:** stamped with "K57" only.
- N16.5.4.3** **Floats:** Only floats marked "4.0 gr" are legal to be used.
- N16.5.4.5** **deleted**
- N16.5.4.6** **deleted**
- N16.5.4.7** **Needle Jet:** stamped with "DP267".
Total length: 51.00 +/- 0.5 mm.



Length of bottom section: 33.0 ± 0.45 mm



Top bore diameter 2.67 ± 0.10 mm



N16.5.4.8 **Idle Jet:** stamped with 60
Plug gauge 0.65mm may not enter the bore.



N16.5.4.9 **Idle Emulsion Tube:** stamped with 45
Plug gauge 0.50mm may not enter the central bore.



N16.5.4.10 **Atomizer:** Remove atomizer from carburettor body by means of a venturi tool set.

Total length: 23.75 +/- 0.35 mm



Atomizer length of cylindrical part: 15.75 +/- 0.25 mm



Atomizer dimension of cutaway: 5.8 +/- 0.3 mm



Atomizer dimension of cross bore: 5.0 +/- 0.15 mm



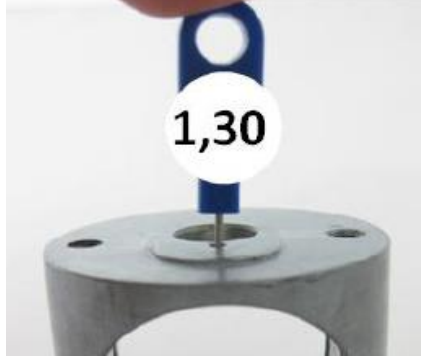
N16.5.4.11 Carburettor Insert: Must show stamping "12.5".



Angular bore of carburettor insert:
Plug gauge 0.60mm may not enter the bore.



Vertical bore of carburettor insert:
Plug gauge 1.30mm may not enter into bore.



Implementation: **Immediate (clarification)**

Reason: Clarification from Rotax. (Bulletin no. 1 2016 06 24).