



## Rule Changes from the Executive

### Issue #2016-8 Published 1-12-16

Updates underlined:

#### **Rule C3.7 TIME LIMIT FOR PAYMENT OF FINES**

Replace the current Rule with the following:

##### **C3.7 TIME LIMIT FOR PAYMENT OF FINES**

Fines shall be paid within 48 hours of their notification unless otherwise specified by an Inquiry Panel or an Appeal Board.

Any delay in making payment may entail Licence suspension during the period the fine remains unpaid.

Outstanding fines may be referred to a debt collection agency.

**Implementation:** *Immediate*

**Reason:** Clarification

#### **Rule D5 PERSONAL TRANSPONDERS**

Replace the current Rule with the following:

##### **D5 PERSONAL TRANSPONDERS**

All Competition Licence holders who are listed on the KartSport New Zealand database as members of the following Clubs:

- Kartsport Whangarei
- KartSport Auckland
- KartSport Mt Wellington
- KartSport Manukau
- KartSport Bay of Plenty
- KartSport Eastern Bay of Plenty
- KartSport Hamilton
- KartSport Tokoroa
- KartSport Rotorua
- KartSport Taranaki
- KartSport Manawatu
- KartSport Hawkes Bay
- KartSport Wellington
- KartSport Nelson
- KartSport Marlborough
- KartSport Canterbury
- KartSport Dunedin
- KartSport Southland
- KartSport SuperKart Drivers

are required to have a personal transponder, model AMB TranX160 or My-Laps X2, and mounting bracket. The transponder must be sourced via KartSport New Zealand.

Lease: \$123 deposit on issue plus \$74 per annum payable at licence issue and at subsequent licence renewal.

OR

Purchase a My-Laps X2 transponder kit/subscription payable at licence issue.

All competitors entering KartSport New Zealand Championship events must, no later than at the time of submitting their entry, have their own personal transponder as registered on the KartSport New Zealand database.

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

**Reason:** Clarification. Introduction of My-Laps X2 transponders is underway. Eastern Bay of Plenty now has its own My-Laps timing system operating.

**Rule E1 SUPERKART CLASSES**

**Moved to new Section S.**

**Rule E2 SUPERKART GRAND PRIX CLASSES**

**Moved to new Section S.**

**Rule E3.1.6 125cc ROTAX MAX JUNIOR**

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

**E3.1.6 125cc ROTAX MAX JUNIOR**

Drivers 12 years and under 17 years

Eligible Engine: Rotax FR125 Max Junior (Rule N14)

MAW 145kg

Clutch: Obligatory Must be original Rotax clutch (Rule M2)

Fuel: Pump petrol (Rule L4.1).

Tyre restricted class. (Rule L3.5) (Refer Supplementary Rules for NZRMC Rounds)

Brakes: Front wheel brakes not permitted.

No carbon fibre/kevlar nor composite materials are permitted except for seat and undertray.

**Implementation:** *Immediate*

**Reason:** Clarification.

**Rule E3.2.3 125cc ROTAX MAX LIGHT**

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

**E3.2.3 125cc ROTAX MAX LIGHT**

Eligible engine: Bombardier Rotax FR125 Max to KartSport New Zealand specs.

MAW 165kg.

Clutch: Obligatory Must be original Rotax clutch (Rule M2)

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5) (Refer Supplementary Rules for NZRMC Rounds)

Brakes: Front wheel brakes not permitted.

No carbon fibre/kevlar nor composite materials are permitted except for seat and undertray.

**Implementation:** *Immediate*

**Reason:** Clarification.

#### **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 31-5-17)

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.

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: Immediate**

**Reason:** Request from competitors and Club to assist entry numbers at Group E events/series.

#### **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.

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: Immediate**

**Reason:** Request from competitors and Club to assist entry numbers at Group E events/series.

**Rule E4.2.2 100cc CLUB CLASS YAMAHA**  
Delete this class.

**Implementation:** 1-1-17

**Reason:** From 1-1-17 we will have three senior Yamaha classes at various MAW's. No need for a fourth.

**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.

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:** Immediate

**Reason:** Request from competitors and Club to assist entry numbers at Group E events/series.

**Rules H1.12 YELLOW WITH RED STRIPES or SIMULTANEOUSLY FLASHING YELLOW AND RED LIGHTS**  
Replace the current Rules with the following:

**H1.12 YELLOW WITH RED STRIPES or SIMULTANEOUSLY or ALTERNATING FLASHING YELLOW AND RED LIGHTS:** Informs competitors that the conditions of adhesion of the track surface have suddenly deteriorated in the area beyond the flag. This flag is most frequently used to signal that oil has been dropped on the track, but it can also be used to inform competitors of either a pool of water large enough to cause aquaplaning, or due to a local shower competitors are about to pass from a dry to slippery surface. This flag shall be displayed for four laps or until the surface returns to normal.

**Implementation:** Immediate (clarification)

**Reason:** Clarification.

## **Rules H1.14 and H1.17 Flags and Lights**

**Replace the current Rules with the following:**

**H1.14 FLAG/LIGHTS OBEDIENCE:** Severe penalties will be imposed for failing to observe or obey the specific instruction of any given flag or track lights.

**H1.17 SUPERKART EVENTS:** (Applicable to SuperKart events run in conjunction with car racing.) MSNZ procedures/meanings for Flags and Lights are not identical to those used for Sprint events. SuperKart competitors must be familiar with the Flags/Lights Section in MSNZ Manual Appendix 4 - Schedule Z: [http://www.motorsport.org.nz/sites/default/files/motorsport/manual/Live%2035%20App%204.01%20Sch%20Z\\_0.pdf](http://www.motorsport.org.nz/sites/default/files/motorsport/manual/Live%2035%20App%204.01%20Sch%20Z_0.pdf)

**Implementation: Immediate (safety)**

**Reason:** Safety. 2016 SuperKart classes and rules review.

## **Rule J2.3 PACE VEHICLES**

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

**J2.3 PACE VEHICLES** of any kind are not permitted except for Safety Car intervention on MSNZ circuits.

**Implementation: Immediate (clarification)**

**Reason:** Clarification. 2016 SuperKart classes and rules review.

## **Rule J2.7 OUT GRID PROCEDURE:**

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

### **J2.7 OUT GRID PROCEDURE:**

**J2.7.1 SPRINT:** The field of karts must form on the Out Grid in their allocated grid positions.

Once a kart is placed on the Out Grid, trolleys and tools (except external starters) must be immediately removed from the Out Grid area and placed in the area for trolley parking. No kart may be worked on (except for checking/adjusting tyre pressures) while on the Out Grid.

The Pit Marshal may indicate that the field will leave the Out Grid at any time for a wholly push-started field. For other fields the Pit Marshal will advise "Clutches Raise Your Arm – Start Engines". Single engines have thirty seconds (exception – Clubsport 120 have 60 seconds) and twin engines 60 seconds in which to start. When the engine is started the competitor will lower their arm. The Pit Marshal shall indicate that the field will leave the Out Grid either when all have started or when the time is up.

Competitors failing to start an engine must keep their arm raised and remain static until the field has left the Out Grid. Only if they can leave the Out Grid before the last of the field crosses the 'No Go' line on this rolling lap may they do so.

Karts which are not under motive power upon reaching the 'No Go' line shall be removed from the track to a safe place. Starting karts may not be moved backwards after crossing the line of the Out Grid exit gate.

**J2.7.2 SUPERKART:** For each race the two groups of karts must form up on the out grid in their allocated class grid positions leaving a gap of approximately four kart lengths between the two groups.

After engine start the Pit Marshall may indicate that the first group will leave the out grid at any time in accordance with Rule J2.7.1.

Karts which are not under motive power upon reaching the "No Go" line shall not proceed and must be removed immediately from the Pit Exit Lane to a safe place.

No karts are to be pushed backwards in the Pit Exit Lane for a second attempt at restarting.

Once the first group of karts has crossed the "No Go" line the Pit Marshall shall immediately commence the engine start procedure for the second group of karts which will also conform to the out grid procedure as specified in Rule J2.7.1.

The Pit Marshall shall release the second group of karts at his discretion taking note of the track position of the first group of karts.

Karts from the second group which are not under motive power upon reaching the "No Go" line shall not proceed and must be removed immediately from the Pit Exit Lane to a safe place.

No karts are to be pushed backwards in the Pit Exit Lane for a second attempt at restarting.

The Pit Exit lane and areas around the out grid are to remain open at all times for any authorised vehicles and emergency vehicles to move freely when required.

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

**Reason:** Clarification. 2016 SuperKart classes and rules review.

## **Rule J2.11 TAKING THE START:**

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

### **J2.11 TAKING THE START:**

**J2.11.1 SPRINT:** 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.

**J2.11.2 SUPERKART:** Rule J2.11.2 applies plus the following:

Pole position in either group must not be passed before the start signal.

Pole position in the second group of karts will be responsible for maintaining a gap of approximately 600 to 700 metres between their group and the first group of karts.

All karts in both groups must maintain their position in close formation from within approximately 300 metres of the start line.

There will be NO acceleration line.

All karts in both groups must maintain two straight lines and remain in the grid marked lanes at the required steady speed until the Red Light Start signal is extinguished.

The Red Light Start signal will be reset for the second group of karts.

IF a start is not given before the pole position kart in the first group crosses the start line another rolling lap will occur.

Rules J2.12 and J2.13 shall apply to all race starts.

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

**Reason:** Clarification. 2016 SuperKart classes and rules review.

#### **Rule K1.6 REAR BUMPER:**

**Replace this section of the current Rule with the following:**

#### **K1.6 REAR BUMPER:**

**Rotax DD2 Classes Only:** Chassis must be fitted with OEM Rotax Rear Tyre Protection system (either 2 or 3 tube options) complete with all components. (See drawing) Rollers must be red type with covered outside, part no.570055 (See picture). Damaged/cracked parts must be replaced with new OEM parts. No plastic welding permitted. Rotax DD2 karts running in the Open class may use the Rotax Rear Tyre Protection system. Note K1.8 applies.

**Implementation:** 1-1-17

**Reason:** 2016 SuperKart classes and rules review.

#### **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.

Rotax Max and Rotax DD2 SuperKart classes are permitted to use a second fully sealed 12 volt battery that complies with K1.37 only for SuperKart events for the sole purpose of powering a rain light.

**Implementation:** 1-1-17

**Reason:** 2016 SuperKart classes and rules review.

#### **Rule K1.44 TRANSPONDERS**

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

**K1.44 TRANSPONDERS (AMB TranX 160 and My-Laps X2):** When used the transponder must be fitted, in an approximately upright position (ie. with the R clip to the top), to the back of the seat (preferably left back) and fitted at a height of 20cm +/- 5cm from the track surface. Fitting to the side pod is acceptable providing the transponder is the same distance from the front of the kart as the seat mounting position and the transponder performance is not impaired. National and International class SuperKarts may place their transponder on the rear face of the nose spoiler/nose cone.

**Implementation:** Immediate (clarification)

**Reason:** Clarification. Introduction of My-Laps X2 transponders is underway.

#### **Rule K4 CHASSIS SUPERKART**

**Moved to new Section S3**

## Rules L2.1 NUMBER PLATES

Replace the current Rules with the following:

**L2.1** Number Plates and Numbers must comply with these specifications:

Material: Non metallic

Number Plates MUST be yellow with black numerals or letters.

For Masters exception see Rules L2.6 and L2.9.

**Implementation:** *Immediate (Clarification)*

**Reason:** Clarification

## Rules L2.2 and L2.4 NUMBER PLATES

Replace the current Rules with the following:

**L2.2** Yellow plates with the number **1** or the letters **NZ** may be used by current National Sprint and SuperKart Champions respectively. A competitor is only permitted to use yellow plates with the number **1** or the letters **NZ** in the class that he/she has won the National Sprint or SuperKart title.

**NZ** or the numbers **1**, **2** and **3** may only be used in a National Championship class by the competitors who placed 1st, 2nd or 3rd respectively in that class at the previous year's National Sprint or SuperKart Championship respectively and may not be used by any other competitor.

The current NZ SuperKart Rotax and Open Grand Prix champions are permitted to use yellow plates with the letters **GP**. **GP** may only be used in a National SuperKart Championship class by the competitors who placed 1st overall at the previous year's Grand Prix respectively and may not be used by any other competitor.

Leading zeros (0) are not permitted for any number option.

Yellow plates and the letters **NI**, **SI** or **NS** may be used by the current North Island, South Island or National Schools champions respectively in the class he/she has won the title.

**L2.4** Plates must comply with all specifications. **NUMBER PLATES/NUMBERS MUST BE CLEARLY DISPLAYED**, one front, one rear, and one each side of the kart. Side plates must be positioned between the front and rear wheels except karts that are running aerofoils or wings (Rule S3.5) may display numbers on any side panel. The fitting of plates must be in a safe and sensible manner with consideration given to the "projection hazard".

**Implementation:** *1-1-17*

**Reason:** 2016 SuperKart classes and rules review.

## Rule L2.9 Masters Plates

Replace the current Rule with the following:

**L2.9** Any Senior driver who wishes to be recognised as a "Master" (as defined in D1.2) will use a lime green number plate (colour PMS 375 (551/601 Oracle – Lime Green) on the front, rear and side pods. The measurements for these number plates will be as described in L2.6. Black race numbers will be used as described in L2.3.

**Implementation:** *Immediate (Clarification)*

**Reason:** Clarification. Please note the Lime Green colour must be exactly as detailed in the Rule. Darker greens make numbers harder to read for Race Control and Officials.



### Rule L3.1 Tyres

Replace the current Rule with the following:

- L3.1** Except for the Cadet classes, a set of tyres is defined as two front tyres and two rear tyres. The front tyres must be attached to the front axles and the rear tyres must be attached to the rear axle. For all events, only one set of dry and one set of wet tyres may be used. Tyres will be marked and/or bar codes recorded upon distribution, on the out grid, after the first heat or time trials as and when applicable. Punctures etc have been allowed for.

**Exception:** For Dirt Oval racing each competitor is permitted one set of slick tyres and one set of treaded tyres of any compound for all classes.

**Exception:** CIK Trophy of New Zealand as specified in the event Supplementary Rules.

**Implementation:** 1-1-17

**Reason:** To support the introduction of tyre bar code scanning.

### Rule L3.5 Tyre Restrictions

Replace the current Rule with the following:

#### L3.5 TYRE RESTRICTIONS:

Only Tyres approved by KartSport New Zealand and distributed by KartSport New Zealand's official suppliers are permitted to be used in tyre restricted classes at all times.

KartSport New Zealand Official Tyre Suppliers are:

Dunlop – Lascom Motorsport LP/Goodyear & Dunlop NZ, Vega – Paffoni NZ, Mojo – Right Karts 2016.

Control tyres for tyre restricted classes are:

- (a) **Slick tyre: Dunlop DFH**  
Front 10x4.50-5  
Rear 11x7.10-5  
(This dry tyre will be in use until 31 December 2019)
- Wet tyre: Dunlop KT12 SLW2**  
**Front** 4.5-5x10.0.  
**Rear** 6.50-5x11.0.  
(This wet tyre will be in use until 31 December 2017.)
- (b) **National 250 (5" only), Open, KZ2, KZ2 Masters and KZ2 Restricted**  
**Slick tyre: Vega XM Prime Z** (front 11/P/19, rear 12/P/19)  
(This dry tyre will be in use until 31 December 2019)
- Wet tyre:** Any tyre from the CIK homologated "Wet" classification tyre, 2011-2013 or 2014-2016 or 2017-2019 lists.
- (c) **Rotax DD2 and Rotax DD2 Masters**  
**Slick tyre: MOJO D3**  
**Wet tyre: MOJO W2 and W3**

**Implementation:** First paragraph, (a) and (c) 1-1-17, (b) 1-2-17

**Reason:** Clarification. Mojo W2 will be replaced by the Mojo W3 once current NZ stock of Mojo W2 is exhausted.

### **Rule L3.10 TYRES GENERAL**

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

#### **L3.10 TYRES GENERAL**

- It is not permissible to: tamper with any tyre, to alter the hardness or composition of the rubber or to change the construction of the tyre carcass by any means except through normal karting use. Specifically, the application of any substances including tyre treatment/tyre softener is strictly prohibited.
- The use of heating sources, including heat guns, is also prohibited.
- The warming of tyres by spinning the rear wheels on the surface of the Out Grid is prohibited.
- The intentional removal, either completely or partially, of any official/manufacture's marking or label is not permitted.
- It is the competitor's responsibility to ensure that at least one barcode per tyre remains scannable at all times throughout the event. Any damaged or unreadable tyre barcodes must be reported to the Officials prior to leaving the in-grid/impound area.
- Checking of Tyres. KartSport New Zealand will use appropriate methods, technology and equipment to test compliance.
- KartSport New Zealand retains the right to, at any time, test and/or impound a tyre(s) for further testing. This testing may render the tyre(s) unsuitable for further use. No compensation can be claimed by the competitor.
- If a tyre(s) are impounded before the end of an event the competitor will be permitted to fit another tyre(s). The replacement tyre(s) must be no better than the tyre(s) being replaced.
- Only an appointed KartSport New Zealand Official may test and/or retain tyre(s) for further testing.

**Implementation:** 1-1-17

**Reason:** To support the introduction of tyre bar code scanning.

### **Rule P4.10 SuperKart Championships Entry Fee**

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

#### **P4.10 ENTRY FEE**

**SuperKart Grand Prix:** \$40.00 (incl GST). This is the maximum entry fee that can be charged for Island Grand Prix events.

**SuperKart Championships:** \$250.00 (incl GST) per class. This is the entry fee for the NZ SuperKart Championships and is the maximum entry fee that can be charged for Island SuperKart championships. Note: An Ambulance Fee, Security, Fuel and Tyre Testing Levy and Health and Safety Fee, if applicable, are in addition to this fee.

Maximum trailer site for duration of event (6x4 m approx.) \$36

(6x6 m approx.) \$46

**Implementation:** 1-1-17

**Reason:** Some motor racing circuits are now charging a health and Safety Fee per competitor.

## **Add New Section S SUPERKART**

### **S SUPERKART**

This Section includes key variations related to SuperKart racing. Where this Section is silent the relevant Sprint racing Rules, Codes and Specifications apply. Competitors must also be familiar with all other relevant Sections of the Manual.

**Implementation:** 1-1-17

**Reason:** To group specific SuperKart rules in one Section. 2016 SuperKart classes and rules review.

### **Add the following new Rules**

(Rules moved to Section S will be deleted from previous Sections respectively.)

### **S1 SUPERKART CHAMPIONSHIP CLASSES**

#### **S1.1**

#### **KZ2**

125cc reed valve engine as homologated by the CIK for the KZ2 class with the homologated gearbox ratios, homologated exhaust pipe and a CIK homologated inlet silencer and exhaust silencer for the respective engine.

MAW: 184kg.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

The front and rear wheels must have a minimum of three bead locks fitted on the outside of each rim.

For further information (Rule N3, N4, N5 and N6)

Karts must comply with Sprint chassis rules (K1) unless otherwise noted.

No belt drives, axle clutches or semi laydown seats.

Bodywork: (Rule S3.4.1)

No seat may be at less than 45° measured to the horizontal.

#### **S1.2**

#### **125cc ROTAX MAX LIGHT**

Eligible engine: Bombardier Rotax FR125 Max to KartSport New Zealand specs.

MAW 165kg.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

Front and rear dry tyre wheels must have a minimum of three bead locks fitted on the outside of each rim.

Brakes: Front wheel brakes not permitted.

Karts must comply with Sprint chassis rules (K1) unless otherwise noted.

No belt drives, axle clutches or semi laydown seats.

Bodywork: (Rule S3.4.1)

No seat may be at less than 45° measured to the horizontal.

### **S1.3**

#### **125cc ROTAX MAX HEAVY**

Eligible engine: Bombardier Rotax FR125 Max to KartSport New Zealand specs.  
MAW 185kg.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

Front and rear dry tyre wheels must have a minimum of three bead locks fitted on the outside of each rim.

Brakes: Front wheel brakes not permitted.

Karts must comply with Sprint chassis rules (K1) unless otherwise noted.

No belt drives, axle clutches or semi laydown seats.

Bodywork: (Rule S3.4.1)

No seat may be at less than 45° measured to the horizontal.

(Note: A competitor is not permitted to compete in more than one 125cc Rotax Max class at any one event.)

### **S1.4**

#### **NATIONAL 250**

##### **S1.4.1 Division 1:**

Eligible engine: Any production single cylinder motorcycle engine from 200cc to 250cc with minimum of three (3) gears.

Single carburettor

Fuel: Category 1 or 2 (Rule L4.1)

Chassis: Sprint chassis only

MAW: 205kg

Wheels: 5" or 6". Rear wheels must have a minimum of three bead locks on the outside and three bead locks on the inside of each rim. Front wheels must have a minimum of three bead locks fitted on the outside of the rim.

Tyre restricted class (for 5" tyres only). (Rule L3.5) Dry tyres must have a 200kph minimum speed rating. The tyre manufacturer's minimum tyre pressure settings must be observed.

Brakes (Rule S3.8)

Bodywork: (Rule S3.4.2)

##### **S1.4.2 Division 2:**

Eligible engine: Any single cylinder 2 stroke engine not exceeding 250cc.

Carburettor: Single carburettor, venturi size and shape open.

MAW: International SuperKart chassis: 215kg

Sprint chassis: 205kg

Chassis: International SuperKart or Sprint chassis (Rule S3)

6" Dry and Wet tyres only. Dry tyres must have a 220kph minimum speed rating.

The tyre manufacturer's minimum tyre pressure settings must be observed.

Rear wheels must have a minimum of three bead locks on the outside and three bead locks on the inside of each rim.

Front wheels must have a minimum of three bead locks fitted on the outside of the rim.

Fuel: Category 1 or 2 (Rule L4.1)

Brakes (Rule S3.8)

Bodywork: (Rule S3.4.2)

### **S1.5**

#### **INTERNATIONAL**

Eligible engines: Any engine or combination of 2-stroke engines not exceeding 250cc.

MAW: 220kg

Chassis: International SuperKart chassis (Rule S3)

6" Dry and Wet tyres only. Dry tyres must have a 220kph minimum speed rating.

The tyre manufacturer's minimum tyre pressure settings must be observed.

Rear wheels must have a minimum of three bead locks on the outside and three bead locks on the inside of each rim.

Front wheels must have a minimum of three bead locks fitted on the outside of the rim.

Fuel: Category 1 or 2 (Rule L4.1)

Brakes (Rule S3.8.1)

Bodywork: (Rule S3.4.2)

### **S1.6**

#### **NATIONAL 125**

Eligible engines: Any single cylinder 2 stroke engine not exceeding 125cc.

Carburettor: Single carburettor, venturi size and shape open.

MAW: 210kg

Chassis: International SuperKart chassis (Rule S3)

6" Dry and Wet tyres only. Dry tyres must have a 220kph minimum speed rating.

The tyre manufacturer's minimum tyre pressure settings must be observed.

Rear wheels must have a minimum of three bead locks on the outside and three bead locks on the inside of each rim.

Front wheels must have a minimum of three bead locks fitted on the outside of the rim.

Fuel: Category 1 or 2 (Rule L4.1)

Brakes (Rule S3.8.1)

Bodywork: (Rule S3.4.2)

### **S.1.7**

#### **ROTAX DD2**

Eligible engine: Bombardier Rotax 125 Max DD2 to KartSport New Zealand specs.

MAW: 185kg.

Clutch: Obligatory Must be original Rotax Clutch (Rule M2)

Primary drive gear ratios unrestricted.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class: (Rule L3.5)

Front and rear dry tyre wheels must have a minimum of three bead locks fitted on the outside of each rim.

Brakes: Operating on front and rear wheels mandatory.

Karts must comply with Sprint chassis rules (K1) unless otherwise noted.

No semi laydown seats allowed. No seat may be at less than 45 degrees measured to the horizontal.

Bodywork: (Rule S3.4.1)

Rotax rear protection system must be fitted (ref Rule K1.6)

Chassis: 125-MAX-DD2- specific

## **S2 SUPERKART GRAND PRIX CLASSES**

Each Grand Prix winner is entitled to use the letters 'GP' as race plates up to and including the next respective New Zealand Grand Prix.

### **S2.1 ROTAX GRAND PRIX**

Rotax DD2 as per Rule S1.7

125cc Rotax Max Light as per Rule S1.2

125cc Rotax Max Heavy as per Rule S1.3

Mixed Grid as per Time Trials, fastest to the front.

Class winners to be recognised.

### **S2.2 OPEN GRAND PRIX**

KZ2 as per Rule S1.1

National 250 as per Rule S1.4

International as per Rule S1.5

National 125 as per Rule S1.6

Mixed Grid as per Time Trials, fastest to the front.

Class winners to be recognised

**Implementation:** 1-1-17

**Reason:** 2016 SuperKart classes and rules review.

## **Rule S1.4 NATIONAL**

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

### **S1.4 NATIONAL 250**

Eligible engines: Any single cylinder 2 stroke engine not exceeding 250cc.

Carburettor: Single carburettor, venturi size and shape open.

MAW: International SuperKart chassis: 215kg

Sprint chassis: 205kg

Chassis: International SuperKart or Sprint Chassis Chassis (Rule S3)

6" Dry and Wet tyres only. Dry tyres must have a 220kph minimum speed rating.

The tyre manufacturer's minimum tyre pressure settings must be observed.

Rear wheels must have a minimum of three bead locks on the outside and three bead locks on the inside of each rim.

Front wheels must have a minimum of three bead locks fitted on the outside of the rim.

Fuel: Category 1 or 2 (Rule L4.1)

Brakes (Rule S3.8)

Bodywork: (Rule S3.4.2)

**Implementation:** 1-1-18

**Reason:** 2016 SuperKart classes and rules review. Phase out of National 250 Division 1 (5" wheels, 50mm axles and engine restriction.)

### **S3 - CHASSIS SUPERKARTS**

Exactly as for Sprint Karts unless otherwise specified.

**S3.1 MAXIMUM LENGTH:** No limit

#### **S3.2 WHEELBASE:**

##### **S3.2.1 125cc Rotax Max Light, 125cc Rotax Max Heavy, Rotax DD2 and KZ2 Karts:**

Minimum wheelbase: 1030mm

Maximum wheelbase 1060mm.

##### **S3.2.1 International, National 250 and National 125:**

Minimum wheelbase: 1030mm

Maximum wheelbase: 1300mm

**S3.3 MAXIMUM HEIGHT:** 700mm. All classes except for head rests in the National and International classes.

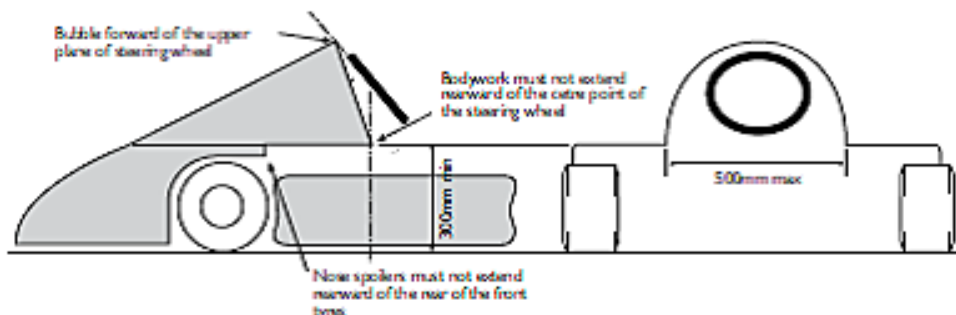
**S3.4 BODYWORK:** Fairings, Spoilers, Bubbles and Wings: Bodywork must be of safe and sound construction and must be securely fastened to the frame. Bodywork must be so designed in such a way that it does not come into contact with the track.

If a competitor loses a Fairing, Spoiler, Bubble, Sidepod or Wing from the kart during practice or competition he/she must immediately cease practice/competition and return directly to the pits.

##### **S3.4.1 125cc Rotax Max Light, 125cc Rotax Max Heavy, Rotax DD2 and KZ2 Karts**

- Nose Spoiler, Nosecone and Bubble are the only aerodynamic devices permitted.
- Side pods (Rule K1.43).
- Floor tray: OEM for chassis or same shape/size as OEM. Original chassis mounting points to be used. Securing nuts must be on the top of the floor tray.
- No skirts or sealing devices are allowed below the frame rails.
- Nose Spoiler may not extend behind the rear of the front tyres.
- Bubble must be forward of the upper plane of the steering wheel when it is in the straight-ahead position and not wider than 500mm (chord). The sides of the Bubble must not be lower than 300mm from the ground.
- The Bubble and Nose Spoiler floor must be of non-metallic material.
- Front end bodywork must not extend rearward of the centre point of the steering wheel.
- Nose Spoiler and Bubble joined to create one piece bodywork complying with the silhouette below and specification/dimensions above and below is permitted.

**NOTE:** Rule K1.8 applies to all bodywork.

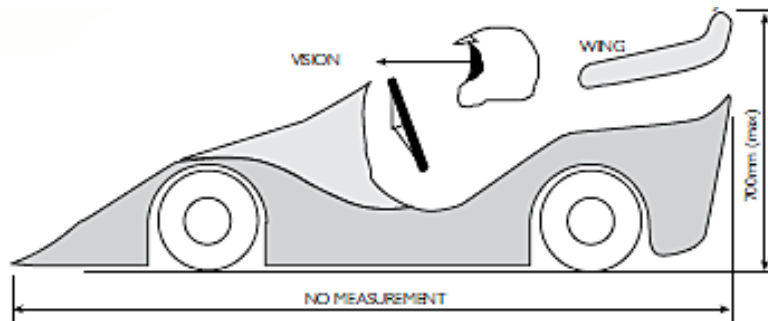


### **S3.4.2 National 125, National 250 and International Karts:**

- Nose Spoiler, Nosecone and Bubble permitted.
- Full bodies permitted but the centre section must be secured by quick release fasteners.
- Bodywork shall not extend in width more than 50mm beyond the outer edges of the front and rear tyres.
- Bodywork must not cover the front and rear tyres in the vertical plane when the steering wheel is in the straight-ahead position and not impede the safe exit of the driver from the kart.
- Bubbles, if fitted, must be forward of the upper plane of the steering wheel when it is in the straight-ahead position and not wider than 500mm (cord). Bubble must be of non-metallic material.
- Side pod shape is non-tech.
- Undertray (floor tray) must be of suitable non-perforated material and as a minimum confined within the main frame rails and be parallel to the frame. Securing nuts must be on the top of the floor tray. Under tray must extend from forward of the driver's feet to a minimum of between the front edge and lowest point of the seat. If extended past the lowest portion of the seat it is not to extend past the end of the rear chassis rails. If the floor tray extends outside the chassis rails it must be confined within the bodywork.
- No skirts or sealing devices are allowed below the frame rails.

**S3.5 VISION:** A driver must be able to look over the steering wheel in the driving position. Vision through or under the steering wheel is not permitted.

**S3.6 AEROFOILS, WINGS:** Must be securely fixed to the kart and locked in one position. They must not be able to be adjusted while the kart is in motion. Aerofoils cannot be used as containers. The leading edge of an aerofoil must have a minimum radius of 5mm. (Note: This does not include Side Plates and End Plates.). No sharp edges allowed.



**S3.7 CLUTCH:** All karts in this type of competition must be fitted with an operative clutch which will allow the kart to freewheel.

### **S3.8 BRAKES**

#### **S3.8.1 INTERNATIONAL CHASSIS**

Two independent systems must be fitted. These being either front and rear brakes or twin systems operating twin rotors or drums on the rear axle. All other specifications in Rules K1.14 and K1.15 will apply. Twin systems to mean two master cylinders, two hoses, two callipers, two rotors

**S3.8.2 SPRINT CHASSIS** Rules K1.14 and K1.15 apply.



**S3.9 RAIN LIGHT:** A red rain light is mandatory. It must be either a unit approved by the CIK-FIA ([http://www.cikfia.com/fileadmin/content/REGULATIONS/Technical/Technical%20Lists/1\\_Technical%20List%20of%20Lights%20for%20Rain%20Homologated%20by%20the%20ASNs%20and%20Approved%20by%20the%20FIA.pdf](http://www.cikfia.com/fileadmin/content/REGULATIONS/Technical/Technical%20Lists/1_Technical%20List%20of%20Lights%20for%20Rain%20Homologated%20by%20the%20ASNs%20and%20Approved%20by%20the%20FIA.pdf) ) or a Narva L.E.D Trailer Stop/Tail Lamp part number 93816BL mounted horizontally. The brighter brake light circuit of the lamp must be used.

International SuperKart chassis classes are permitted to use a L.E.D vehicle brake light or L.E.D vehicle high stop light mounted horizontally.

In operation the light must be either static or blinking. It must be powered by a fully sealed 12 volt battery that complies with Rule K1.37 and is controlled by a waterproof switch fitted within 150mm of the steering wheel.

For Rotax Max and Rotax DD2 classes it is a permitted option to power the rain light by a second fully sealed 12 volt battery that complies with Rule K1.37.

The light must be placed in an area located 400-600mm from the ground and 100mm maximum from either side of the central axis of the kart and must be rear facing and clearly visible by following karts. It must be in good working condition throughout the event displaying maximum light output.

It must be switched on when the race is declared "wet" by the Clerk of Course and is recommended to be switched on in any conditions where visibility may be reduced.

The Chief Steward's decision on the suitability and effectiveness of the rain light will be final.

**S3.10 BUMPERS:** Front and rear bumpers must be fitted (Rule K1.5 and K1.6). Maximum overhang (Rule K1.5 and K1.6) does not apply.

The lower Bar, Bar 2, (Rule K1.6) is optional on National and International class karts.

**S3.11 REAR AXLE: INTERNATIONAL, NATIONAL 250 Division 2 and NATIONAL 125:** The rear axle must be of magnetic steel material (checked for compliance using Rule M9) with a maximum outside diameter of 40mm and a minimum wall thickness at all points (except in keyway seats) of 2.5mm.

**S3.12 BUTTERFLY STEERING WHEEL:** Permitted on National and International chassis only.

**Implementation:** 1-1-17

**Reason:** 2016 SuperKart classes and rules review.

### **Rule S3.2 WHEELBASE**

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

#### **S3.2 WHEELBASE:**

##### **S3.2.1 125cc Rotax Max Light, 125cc Rotax Max Heavy, Rotax DD2 and KZ2 Karts:**

Minimum wheelbase: 1030mm

Maximum wheelbase 1060mm.

##### **S3.2.1 International, National 250 and National 125:**

Minimum wheelbase: 1030mm

Maximum wheelbase: 1300mm

**Implementation:** 1-1-18

**Reason:** 2016 SuperKart classes and rules review. Phase out of National 250 Division 1 (5" wheels, 50mm axles and engine restriction.)

### **Rule S3.11 REAR AXLE:**

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

**S3.11 REAR AXLE: INTERNATIONAL, NATIONAL 250 and NATIONAL 125:** The rear axle must be of magnetic steel material (checked for compliance using Rule M9) with a maximum outside diameter of 40mm and a minimum wall thickness at all points (except in keyway seats) of 2.5mm.

**Implementation:** 1-1-18

**Reason:** 2016 SuperKart classes and rules review. Phase out of National 250 Division 1 (5" wheels, 50mm axles and engine restriction.)

### **Rule V8 Vintage Technical**

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

#### **V8 Technical**

All karts must comply with the rules in force at the time of manufacture of the kart. It is the aim of the Vintage Karting NZ Club to establish records of Vintage class kart types by research into magazines and other records. When this database has been collated the aim is to register karts for their specific period and to issue each kart with a Kart Identity Card (KID).

#### **V8.1 Eligibility**

**V8.1.1** The final cut off for a Vintage chassis is that the make/model must have commenced manufacture prior to the 31st December 1993.

**V8.1.2** A Vintage chassis and its engine or engines must be verified by Vintage Karting NZ for its respective Period and be recorded on the Register administered by Vintage Karting NZ Inc.

**V8.1.3** It is the owner's responsibility to provide verification and to carry a Kart Identity Card (KID) for engines and chassis respectively.

**V8.1.4** The final cut off for all engines is that the make/model must have commenced manufacture prior to the 31st December 1990.

**V8.1.5** Apart from a Nassau panel (front console) must not have any bodywork/plastic.

**Implementation:** 1-1-17

**Reason:** Recommendation/request from Vintage Karting NZ.

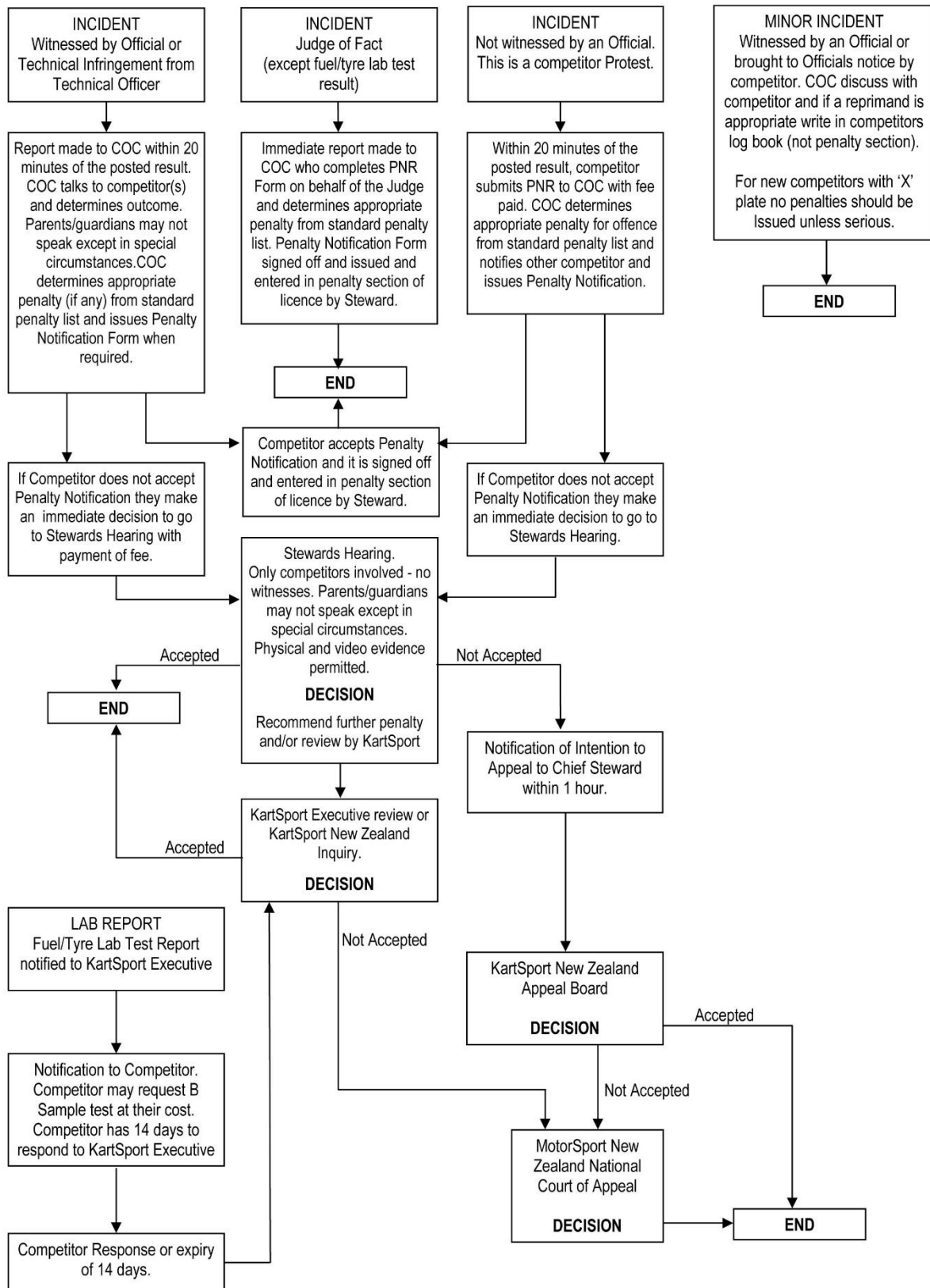
### **Section C Judicial Procedure Flow Chart**

**Replace the current Chart with the following:**

**Implementation:** 1-1-17 (clarification)

**Reason:** Clarification

**The Judicial Procedure Flow Chart : Effective 1-1-17**



**NOTE:** Refer to Section C4 PROTESTS for the actual Rules. This Flow Chart is a diagram of the procedural sequence. IT IS NOT A RULE.

Release 3: 1-1-17