Rule Changes from the Executive

Issue #2016-9 Published 12-12-16

Updates underlined:

Rules related to the introduction of "Fast Track" Club Days and latest updates from Rotax as agreed with the NZ distributor.

C9.3 TABLE OF PENALTIES (G1.5 and C3.1)
Replace this section of the current Rule with the following:

G1.5 C3.1	Failing to present kart for: a) scrutineering etc. b) Parc Ferme' c) Breach of Parc Ferme' and/or Service Park rules. d) Scrutineering recheck.	Exclusion from the Event.	a) Withdrawal of all series points from that event. b) Exclusion from series. c) Endorsement for minimum of 3 months and a maximum of 12 months. d) $500 fine.	Section B Appendix One Schedule of Limits of Authority.

C9.4.2 FAST TRACK SCRUTINEERING PENALTIES
Add the following new Rule:

C9.4.2 FAST TRACK SCRUTINEERING PENALTIES

Rule		Minimum Penalty
G1.3	Failure To Report For a Scrutineering Recheck	Exclusion from the Event
G4	Signage	NPUSA
K1	Chassis	NPUSA
K1.5 & K1.6	Front & Rear Bumpers	NPUSA
K1.8	Projections	Exclusion from Time Trial, Heat or Race
K1.9	Camera	NPUSA
K1.11	Seat	NPUSA
K1.12	Chain/Clutch Guards	Exclusion from Time Trial, Heat or Race

K1.14 or K3.8	Brake System	Exclusion from Time Trial, Heat or Race
K1.16	Floor Tray & Check For Cracks	NPUSA
K1.18 or K3.13	Engine Cut Out Switch	Exclusion from Time Trial, Heat or Race
K1.21 & K1.22	Throttle & Fuel Tank	NPUSA
K1.23	Overflow Containers	NPUSA
K1.26	Wheels	NPUSA
K1.27 & K1.28	Steering Wheel, Steering Hub & Shaft	NPUSA
K1.31 & K1.34	King Pins & Tie Rods	NPUSA
K1.32	All Bolts On Steering Components	Exclusion from Time Trial, Heat or Race
K1.37	Batteries	Exclusion from Time Trial, Heat or Race
K1.42 & K1.43	Nose Cones & Side Pods	NPUSA
K1.44	Transponder	NPUSA
K1.45	Pedal Extensions	NPUSA
K3 Not Already Listed Above	Cadet Chassis	NPUSA
L1.1	Weights	Exclusion from Time Trial, Heat or Race
L2	Number Plates	NPUSA
L3	Tyres	Exclusion from the Event

NPUSA = No Participation Until Standard Is Achieved.

A competitor can repair the fault/s and have it signed off by the Technical Officer or Machine Examiner and continue with competition. It is the competitor's/guardian's responsibility to present the kart for a scrutineering recheck to have it signed off to show it now complies with the rules/specifications.
Failure to present the kart for a recheck to the Technical Officer or Machine Examiner before taking part in further competition will result in an exclusion from the event.

Implementation: 1-2-17

Reason: Allows the implementation of Fast Track Club Days.

Rule G1.3 COMPETITORS RESPONSIBILITY
Replace the current Rule with the following:

G1.3 IT IS THE COMPETITORS RESPONSIBILITY TO: Be fully conversant with all the Regulations, Codes, Rules, Procedures and Specifications governing kart competition.
To obey the lawful instructions of a responsible Official and comply with all rules regarding behaviour (Rules C3.1, G1.8, G1.9).
When requested by the Technical Officers or Machine Examiners present your kart in a clean and race ready condition for inspection.
If required include extra engines, carburettors and tyres, etc.

Fast Track Club Day Scrutineering - When requested present your kart for a scrutineering recheck.
When requested by the Stewards or Race Officials, present your competition licence and proof of current affiliated Club membership for inspection along with your race suit, crash helmet, gloves and race footwear.
Ensure that an entry form is completed in full and is correct in detail.
Confirm your entry with the Event Organiser when required.
KartSport New Zealand Stewards, Race Officials and Technical Officers reserve the right to call any competitor, at any time during an event, to present his/her kart, personal racing safety apparel and competition licence to the Officials.
Be fully acquainted with the race programme including race timings where applicable. When required be present with your kart on the out grid ready to compete.
Ensure that all sealing/marking as required to the engine including all auxiliaries, carburettor, intake silencer, exhaust and any other controlled items and tyres is/are applied before leaving the scales/secure area where such sealing/marking is being carried out.
Leave your pit area clean and tidy.
Should a competitor have a medical condition, it is the competitor's responsibility to report, prior to competition, this condition to the event First Aid personnel (Rule Q6).

Rule G1.5 SCRUTINEERING,DOCUMENTATION and GEAR CHECK
Replace the current Rule with the following:

G1.5 SCRUTINEERING,DOCUMENTATION and GEAR CHECK:
Any non compliance with the Rules or Specifications may incur penalties.

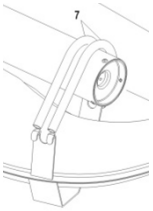
Implementation: 1-2-17

Reason: To remove duplication between Rules G1.3 and G1.5 and to enable the implementation of the Fast Track scrutineering and gear checking process.

Rule N12 Rotax FR125 Max Engine
Replace the respective Rules and/or sections of Rules with the following:

N12.3 EXHAUST SYSTEM:

Version 2: tuned pipe and silencer are one piece. The silencer is welded to the 180° elbow. Two springs fix the silencer to the tuned pipe (bottom illustration).
Following measurements are valid for version 1 and 2:
Silencer end cap, diameter of hole: 21,0 mm (maximum).
Length of inlet cone: 592 mm +/-5 mm (measured on outside from beginning of exhaust pipe until beginning of cylindrical part).
Length of cylindrical part of exhaust pipe: 125 mm +/-5 mm.
Length of end cone: 225 mm, +/-5 mm.
Version 1 and 2 can also use the perforated tube and silencer end cap with the 90 degree elbow.
Outside diameter of 180° bent tube: 41mm +1,5 mm/–1,0 mm (measured at beginning and end of bend).



N12.8 SPARK PLUG: DENSO Iridium IW 24, 27, 29, 31 or 34 or the NGK equivalent only or NGK GR9DI-8. Shank length shall be 20mm maximum. Original washer must be used. Spark plug cap must be black in colour and marked with "NGK TB05EMA" or red in colour and marked "NGK".

N12.9.4 Dellorto Ignition System (EVO): Removing black coating of the gearbox cover in specific areas defined by Rotax (for mass connection between cable harness and engine) is a legal modification. Ignition coil with separate electronic box
ECU: Only units marked 666814 or 666815 are permitted. Ignition coil and electronic box have to be fitted by means of the corresponding brackets and components according to either of the illustrations below.

EVO2

2017

The ground cable of the cable harness has to be connected to the lower rubber buffer of the support plates or via the starter motor for a 2017 harness.

The visual appearance of the ignition coil must be identical with the pictures. Ignition coil must show 2 pins at the terminal. The ignition coil is labeled with two stickers, "BRP 666820" and "NIG 0105". The ignition coil is still legal to be used also if one or both stickers disappeared.

The FR125 Max electronic box is labelled with sticker "666814 or 666815 125 MAX evo" and is still legal if the sticker has disappeared.
Full EVO loom including start/stop buttons must be used.

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 will not be permitted at the following events:

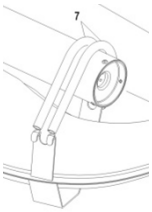
- NZ Sprint Championships
- NZ SuperKart Championships and Grand Prix
- Island SuperKart Championships and Grand Prix
- Island Sprint Championships
- NZ Schools Championships
- Rounds of the NZ Rotax Max Challenge Series

Implementation: ***12-1-17***

Reason: Updates from Rotax as agreed with the NZ distributor.

Rule N14 Rotax FR125 Junior Max Engine
Replace the respective Rules and/or sections of Rules with the following:

N14.3 EXHAUST SYSTEM:
Version 2: tuned pipe and silencer are one piece. The silencer is welded to the 180° elbow. Two springs fix the silencer to the tuned pipe (bottom illustration).
Following measurements are valid for version 1 and 2:
Silencer end cap, diameter of hole: 21,0 mm (maximum).
Length of inlet cone: 592 mm +/-5 mm (measured on outside from beginning of exhaust pipe until beginning of cylindrical part).
Length of cylindrical part of exhaust pipe: 125 mm +/-5 mm.
Length of end cone: 225 mm, +/-5 mm.
Version 1 and 2 can also use the perforated tube and silencer end cap with the 90 degree elbow.
Outside diameter of 180° bent tube: 41mm +1,5 mm/–1,0 mm (measured at beginning and end of bend).



N14.8 SPARK PLUG: DENSO Iridium IW 24, 27, 29, 31 or 34 or the NGK equivalent only or NGK GR9DI-8. Shank length shall be 20mm maximum. Original washer must be used. Spark plug cap must be black in colour and marked with "NGK TB05EMA" or red in colour and marked “NGK”.

N14.9.4 Dellorto Ignition System (EVO): Removing black coating of the gearbox cover in specific areas defined by Rotax (for mass connection between cable harness and engine) is a legal modification. Ignition coil with separate electronic box
ECU: Only units marked 666812 or 666813 are permitted. Ignition coil and electronic box have to be fitted by means of the corresponding brackets and components according to either of the illustrations below. Only the EVO2 loom, brackets and components are permitted from 1-5-16.

EVO2 **2017**

The ground cable of the cable harness has to be connected to the lower rubber buffer of the support plates or via the starter motor for a 2017 harness.

The visual appearance of the ignition coil must be identical with the pictures. Ignition coil must show 2 pins at the terminal. The ignition coil is labeled with two stickers, “BRP 666820” and “NIG 0105”. The ignition coil is still legal to be used also if one or both stickers disappeared.

The FR125 Junior Max electronic box is labelled with sticker “666812 or 666813, 125 Junior MAX evo” and is still legal if the sticker has disappeared.
Full EVO loom including start/stop buttons must be used.

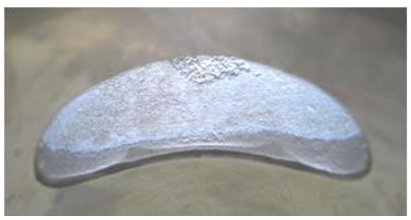
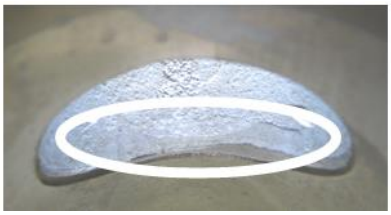
N14.9.5 ECU USE: When utilising Cylinder 223 991 the use of ECU 666813 **is compulsory**.

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 223 991, 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 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

N14.16.2: Cylinder Surfaces: All transfer ports and passages have cast finish surface except some removal (done by the manufacturer) of cast burr at the inlet passage, exhaust port and passages. All ports have chamfered edges to prevent ring snagging. Any additional machining is not permitted.
The top edge of exhaust port may show some pre-existing machining from the manufacturer. The sealing flange for the exhaust socket may show signs of machining from the manufacturer.
All ports have chamfered edges.
Any additional machining is not permitted.
Cylinders marked 223 993, 223 994 and 613 933 the upper edge of the central boost port may show factory machining.
The flange for the exhaust socket may show either cast finish or machined surface.
Machined surface can be either flat or show a circular sealing bump.
The top edge of the exhaust port may show either just a cast finish surface (left picture) or signs of a CNC machining (central picture) or signs of CNC machining in combination with signs of manual grinding (right picture).

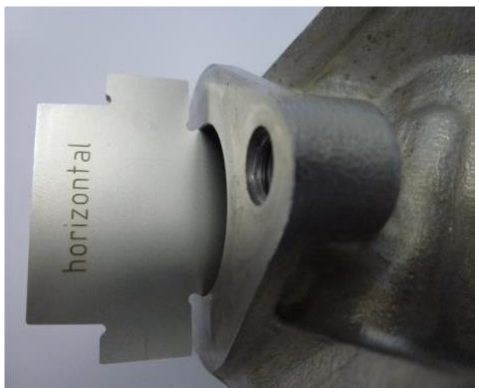




The exhaust port may show partial manual grinding done by the manufacturer to eliminate minor casting defects and to eliminate the NIKASIL burr at the end of the NIKASIL plating.

Cylinders marked 223 991 will show a fully CNC machined exhaust port and CNC machined central boost port.

Plus letter "J" in the intake port.

The horizontal and vertical dimensions of the exhaust port of cylinder 223 991 has to be checked by means of the template (Rotax 676 240). The template has to be moved in horizontal and vertical position as far as possible into the exhaust port. In both directions, the template must not touch the exhaust socket flange (see pictures).



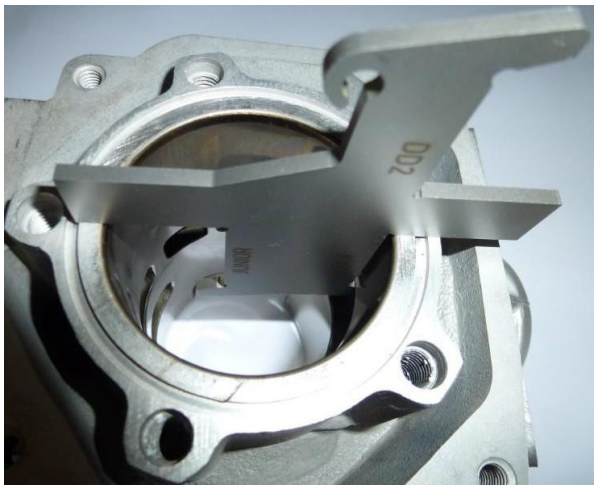
N14.17 EXHAUST PORT TIMING: The "exhaust port timing" (distance from the top of the cylinder to the top of the exhaust port) has to be checked by means of the template (ROTAX 277 397). Insert the template into the cylinder ensuring that the template is touching the cylinder wall and that the finger of the template is located in the middle of the exhaust port (highest point). Move the template upwards, until the finger is touching the top edge of the exhaust port. Insert a feeler gauge between the top of the cylinder and the template. It must not be possible to fit the feeler gauge specified

FR125 Junior MAX:

Cylinders 223999 and 223998 0.90mm

Cylinder 223994 1.10mm

Cylinder showing Part Number 223 991 has to be checked by means of the template (ROTAX 277 402). Insert the template (take care to use the correct JUNIOR gauge) into the cylinder and move the template (at the highest point of the exhaust port) as far as possible into the exhaust port. In this position the template must not touch the cylinder wall.



Implementation: ***12-1-17***

Reason: Updates from Rotax as agreed with the NZ distributor.

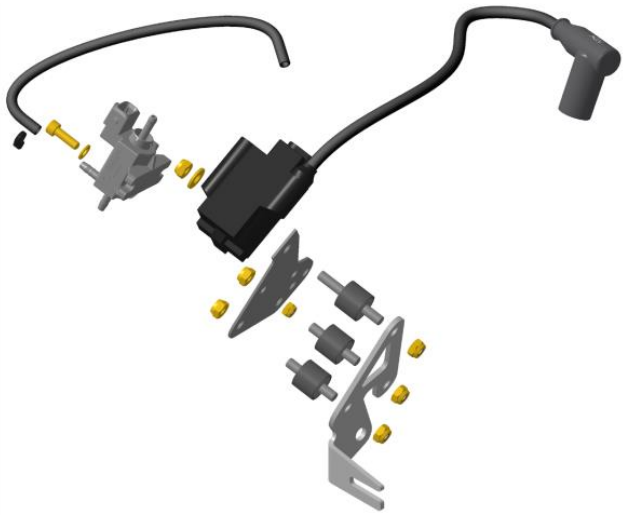
Rule N16 Rotax 125 Max DD2 Engine
Replace the respective Rules and/or sections of Rules with the following:

N16.3 EXHAUST SYSTEM:
Version 2, tuned pipe and silencer are one piece. The silencer is welded to the 180° elbow. Two springs fix the silencer to the tuned pipe (bottom illustration).
Following measurement is valid for version 1 and 2:
Silencer end cap, diameter of hole: 19.6 +/-0,2 mm.
This silencer end cap (without 90° elbow) may be used for version 1 and 2 only. Version 1 and 2 can also use the perforated tube and end cap with the 90 degree elbow.

N16.8 SPARK PLUG: DENSO Iridium IW 24, 27, 29, 31 or 34 or the NGK equivalent only or NGK GR9DI-8. Shank length shall be 20mm maximum. Original washer must be used. Spark plug cap must be black in colour and marked with "NGK TB05EMA" or red in colour and marked “NGK”.

N16.9.4 Dellorto Ignition System (EVO): Removing black coating of the gearbox cover in specific areas defined by Rotax (for mass connection between cable harness and engine) is a legal modification. Ignition coil with separate electronic box
(ECU, specific for every engine). Ignition coil and electronic box have to be fitted by means of the corresponding brackets and components according to either of the illustrations below. Only the EVO2 loom, brackets and components are permitted from 1-5-16.

EVO2 **2017**



The ground cable of the cable harness has to be connected to the lower rubber buffer of the support plates or via the starter motor for a 2017 harness.
The visual appearance of the ignition coil must be identical with the pictures. Ignition coil must show 2 pins at the terminal. The ignition coil is labeled with two stickers, "BRP 666820" and "NIG 0105". The ignition coil is still legal to be used also if one or both stickers disappeared.

The DD2 electronic box is labelled with sticker "666816, 125 MAX DD2 evo" and is still legal if the sticker has disappeared.
Full EVO loom including start/stop buttons must be used.

Implementation: ***12-1-17***

Reason: Updates from Rotax as agreed with the NZ distributor.

Q9 FAST TRACK CLUB DAYS
Add the following new Rules:

Q9 **FAST TRACK CLUB DAYS**

Q9.1 **CLUBS** can apply to KartSport New Zealand for approval to use the Fast Track procedure at their Club Days.

Q9.2 **THE APPROVAL,** when granted will form a part of the Club's Safety Plan.

Q9.3 **A FAST TRACK CLUB DAY** can only be conducted when the required qualified Officials are available for that club day including an approved KartSport New Zealand Pit Marshall.

Q9.4 FAST TRACK CLUB DAY APPROVAL PROCESS

Approvals to individual affiliated Clubs will only be authorised by the KartSport New Zealand Executive after personnel and procedures have been approved by the National Steward and the National Technical Officer.

The approved Clubs must comply with their Safety Plan including the minimum number of Officials required.

Clubs will only be able to conduct an approved Fast Track Club Day when the required qualified Officials are available for that Club Day including an approved Pit Marshall.

Competition licence checking and documentation will be conducted as per normal practice by Stewards or Race Officials in the morning or afternoon prior to the drivers' briefing(s).

All competitors must complete and sign the approved Fast Track Scrutineering Record form which will be counter signed and stamped by a Race Official at documentation.

This document will be submitted by the competitor/guardian to the Race Secretary at the confirmation of their entry.

All competitors and karts in each class must be checked at least once during the day for compliance with the rules.

All "**X**" plated drivers and those unrated/not qualified for a Tier 2 licence rating will also have their kart fully scrutineered and their personal safety apparel checked as per normal practice.

At least three other karts from different classes will be randomly selected for scrutineering at each "Fast Track Clubday."

A Grade 3 or higher Technical Officer will supervise all scrutineering activities and will also carry out random kart checking throughout the day on both the out grid, the in grid or any other designated area.

The Technical Officer may be assisted when required by a Machine Examiner or a Grade 3 or higher Race Official.

To become an approved Pit Marshall the candidate must have previously carried out the role of the Pit Marshall at three club days and have completed the following training modules and questionnaires as noted on the KartSport New Zealand training matrix and as administered by the Race Officials Training Coordinator, ie. Modules 3, 4, 6, 9 and The Role of the Pit Marshall.

The approved Pit Marshall's name will be included on the Club's "Fast Track Clubday" approval from KartSport New Zealand.

The Pit Marshall will conduct driver's personal safety apparel checks throughout the day's race programme in addition to their normal duties and will record those checks.

Drivers or karts found not to be complying with the rules may NOT start a race.

Any non-compliance must be rectified immediately or they leave the out grid and are classified as a Did Not Start. (DNS)

Any PNRs arising from non-compliance will be administered in the normal way.

The driver's briefing/s will be conducted by the Clerk of the Course before the morning's race programme. Also prior to racing in the afternoon, a driver's briefing will be conducted by the Clerk of Course for those who haven't raced in the morning and after their entry has been confirmed.

The **"Out Grid Check Sheet"** named and signed by the approved Pit Marshall must be included with the Chief Steward's Report of the event to the Race Officials Area Coordinator.

Implementation: 1-2-17

Reason: Allows the implementation of Fast Track Club Days.