



Rule Changes from the Executive

Issue #2016-7C Updated 13-12-16

Updates underlined:

Rule E1.4 National (Tyres)

Replace the current Rule with the following:

E1.4 NATIONAL

Maximum wheelbase 1060mm.

Carburettor: venturi size and shape open.

Fuel: See engine options.

Belt drive, non-variable, permitted.

Tyre restricted class (for 5" tyres only). (Rule L3.5)

Dry tyres must have a 200kph minimum speed rating. Exception: Rotax DD2 which must have a 180kph minimum speed rating.

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

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

Brakes (Rule K4.8)

Bubbles and nose spoilers permitted (Rule K4.3)

Maximum seat lay back 30 degrees from the horizontal

Implementation: 1-2-17 **UPDATED 15-11-16**

Reason: Parity and supply. (aligned with Sprint classes).

Rule E3 Championship Sprint Classes

Replace the current Rule with the following:

E3 CHAMPION SPRINT CLASSES

Notes:

- If a class is not contested for two consecutive years at the National Sprint Championships it will become a Non-Championship class. **Exception:** Any class superseding another is to have four years not contested before becoming Non-Championship.
- Maximum of 10 Championship Sprint Classes at any one time.

Implementation: 1-1-17

Reason: Supported by Clubs at 2016 National Conference. Maximum of 10 Championship Sprint classes permitted at any one time.

Rule E3.1.2

Replace the current Rule with the following:

E3.1.2 VORTEX MINI ROK

Drivers: 9 years and under 13 years.

Eligible engine: Vortex Kiwi Mini ROK to KartSport New Zealand specs. (Rule N10)

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

MAW: 118kg.

Fuel: Pump petrol (Rule L4.1)

Oil: Motul Grand Prix 2T only

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

Implementation: 1-1-17

Reason: Revised MAW based on a weight survey conducted at 2016 NZ Schools Championships. Note ages for this class have lowered since introduction plus there has been a shift by competitors to lighter chassis.

Rule E3.2.6 OPEN (Tyres)

Replace the current Rule with the following:

E3.2.6 OPEN

Maximum capacity 250cc.

Fuel: Category 1 (Rule L4.1)

Tyre restricted class. (Rule L3.5)

This class is controlled by the listed MAW weights.

Single Raket 120 and Briggs & Stratton LO206 powered karts not permitted.

NON GEARBOX

100cc rotary or reed	130 kg.
Over 100cc and up to 150cc	140 kg.
Over 150cc and up to 250cc	160 kg.
Up to 250cc Four Stroke Wankel Rotary Engine	160 kg.

GEARBOX

Up to 125cc motorcycle engine	170 kg.
Up to 125cc non-motorcycle engine	170 kg.
Over 125cc and up to 250cc	170 kg.

Implementation: 1-2-17 **UPDATED 15-11-16**

Reason: Parity and supply.

Rule E3.2.1 100cc Yamaha

Replace the current Rule with the following:

E3.2.1 100cc YAMAHA

Eligible engine: 100cc Yamaha KT100S piston port to KartSport New Zealand specs. (Rule N1)

Clutch Optional (Rule M2)

MAW: 155kg.

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

Implementation: 1-1-17

Reason: Supported by Clubs at 2016 National Conference. Maximum of 10 Championship Sprint classes permitted. Rotax DD2 now a Championship class so Yamaha Light and Heavy combined into one class.

Rotax DD2 to Championship class

Replace Rule E3.2.2 100cc Yamaha Heavy the following new Rule:

E3.2.2 ROTAX DD2

Eligible engine: Bombardier Rotax 125 Max DD2 to KartSport New Zealand specs.
MAW 173kg.

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

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class: Dry: Mojo D3 (subject to new contract from 1-1-17)

Wet Mojo W2 (subject to new contract from 1-1-17)

Brakes: operating on front and rear wheels mandatory.

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

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

Chassis: 125-MAX-DD2 specific

Implementation: 1-1-17

Reason: Round 31 Clubs and 2016 National Conference support. (Note: Tyres subject to new contracts finalisation).

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.

Eligible for Group F events– Club Day competition only. (Exception: Rounds of the 2017 Mainland Series. To be reviewed before 30-11-17.)

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: 1-1-17

Reason: Request for trial from SI Clubs at 2016 National Conference.

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. (Exception: Rounds of the 2017 Mainland Series. To be reviewed before 30-11-17.)

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: 1-1-17

Reason: Request for trial from SI Clubs at 2016 National Conference.

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. (Exception: Rounds of the 2017 Mainland Series. To be reviewed before 30-11-17.)

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: 1-1-17

Reason: Request for trial from SI Clubs at 2016 National Conference.

Rule E4.2.7

Replace the current Rule with the following:

E4.2.7 100cc YAMAHA LIGHT

Eligible engine: 100cc Yamaha KT100S piston port to KartSport New Zealand specs. (Rule N1)

Clutch Optional (Rule M2)

MAW: 144kg.

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

Implementation: 1-1-17

Reason: Supported by Clubs at 2016 National Conference. Maximum of 10 Championship Sprint classes permitted. Rotax DD2 now a Championship class so Yamaha Light becomes a Non Championship class.

Rule E4.2.9

Add the following new Rule:

E4.2.9 100cc YAMAHA HEAVY

Eligible engine: 100cc Yamaha KT100S piston port to KartSport New Zealand specs. (Rule N1)

Clutch Optional (Rule M2)

MAW: 165kg.

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

(Note: A competitor is not permitted to compete in more than one 100cc Yamaha class at any one event.)

Implementation: 1-1-17

Reason: Supported by Clubs at 2016 National Conference. Maximum of 10 Championship Sprint classes permitted. Rotax DD2 now a Championship class so Yamaha Heavy becomes a Non Championship class.

Rule L3.5 Tyre Restrictions

Replace the current Rule with the following:

L3.5 TYRE RESTRICTIONS: 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 (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** (subject to new contract from 1-1-17)
Wet tyre: **MOJO W2** (subject to new contract from 1-1-17)

Implementation: (a) and (c) 1-1-17, (b) 1-2-17 **UPDATED 15-11-16**

Reason: New Dry tyre contract period (Dunlop DFH classes) and parity and supply for National (5" only), Open, KZ2, KZ2 Masters and KZ2 Restricted classes. (Note: Mojo tyres subject to new contracts finalisation).

Rule L5 Intake Silencer

Replace section "Option B" with the following:

Option B

Any previously CIK registered or homologated intake silencer. The homologated internal air filter is compulsory in homologated silencers. Drain holes or any other form of air inlet hole, other than the provided air inlet baffle tube holes, are not permitted in previously CIK registered or homologated intake silencers. The intake silencer must be correctly assembled with all homologated parts fitted. It is permitted to trim the internal portion of the rubber connector on CIK homologated inlet silencers. It is the competitor's responsibility to supply the Homologation Form for the intake silencer.

Inlet hole size: 23.00 mm maximum for the following Classes:

- Junior 100cc Yamaha
- KF3
- 100cc Yamaha
- 100cc Yamaha Light
- 100cc Yamaha Heavy
- Formula Junior
- 100cc Club Class Yamaha

Inlet hole size: 30.00 mm maximum for the following Classes:

- KZ2
- KZ2 Masters
- KZ2 Restricted - A Righetti Ridolfi NOX D30 (19/SA/18) CIK-FIA homologated inlet silencer is compulsory. **UPDATED 13-12-16**
- Open

Implementation: 1-1-17

Reason: Addition of 100cc Yamaha.

Rule P1.14 Classes and Programme

Replace the current Rule with the following:

P1.14 CLASSES FOR NATIONAL AND ISLAND SPRINT KART CHAMPIONSHIPS:

OPTION 1

Day 1:

Time Trials and Repechages (if required) for all classes

Day 2:

Vortex Mini ROK, Junior 100cc Yamaha, 125cc Rotax Max Light, 125cc Rotax Max Heavy
KZ2

Day 3:

Cadet ROK, 125cc Rotax Max Junior, Open, Rotax DD2, 100cc Yamaha

OPTION 2 (South Island Sprint Championships only)

Day 1:

Vortex Mini Rok, Junior 100cc Yamaha, 125cc Rotax Max Heavy, 125cc Rotax Max Light,
KZ2

Day 2:

Cadet Rok, 125cc Rotax Max Junior, Open, 100cc Yamaha, Rotax DD2

OPTION 3

Day 1

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

Day 2

Heat 2 and Pre-Final. All classes.

Day 3

Final. All classes

Implementation: 1-1-17

Reason: Supported by Clubs at 2016 National Conference. Maximum of 10 Championship Sprint classes permitted. Rotax DD2 now a Championship class so Yamaha Light and Heavy combined into one class.

Rule P2 National Schools Championships

Replace respective Rules with the following:

P2.3 EVENT FORMAT:

Contested over one day. Either Saturday or Sunday at host Club's discretion.

First 4 heats, predetermined grid system.

5th heat, lowest points to the front.

Competitor's worst performance is now dropped and the class championship decided over best 4 heats.

The National Points system is:

1 point for	1st
2 points for	2nd
3 points for	3rd, etc

P2.13 CLASSES FOR NATIONAL SCHOOLS CHAMPIONSHIPS:

Cadet ROK, Vortex Mini ROK, Junior 100cc Yamaha, 125cc Rotax Max Junior, 100cc Yamaha, 125cc Rotax Max Light.

No support classes are to be contested.

P2.16 INTER-SCHOOL TEAMS COMPETITION: Competitors will nominate their school, team mates and year at time of entry. Each competitor will then be classified into one of the two sections, Primary/Intermediate (Years 1-8) and Secondary (Years 9+). School teams in each section will consist of all competitors from the same school. (See below ref Primary/Intermediate Composite Teams). Teams must consist of two or more competitors. Team members may compete in different classes and in more than one class.

PRIMARY/INTERMEDIATE COMPOSITE TEAMS: Composite teams will be permitted only if:

- The Primary school is a recognised feeder school to the Intermediate school and this fact is recognized through both school principals signing the Entry Form as confirmation.
Note: Where a private school has both Primary and Intermediate pupils the team must consist of only pupils from that school.
- Only one Primary and one Intermediate school nominated for each composite team.
- All other eligibility rules regarding year, team mate nomination and attendance are met.
- The team will be called by a name that indicates that more than one school has contributed competitors.

The team results for each section will be decided as follows:

The two best placings achieved by each team's members will be added together and the team with the lowest total placings becomes the Inter Schools Team Champion for the section. **Note:** Best results from two competitors must be used, not results of same competitor in two classes.

TIE: In the event of a Tie the team with the best individual placing by a scoring team member wins. If still equal add the number of confirmed entries in each of the two team members scoring classes. The team with the largest number is declared the winner. If still equal declare a tie for the section.

Note: There will be on-going monitoring of the suitability of the inter-schools teams competition rules (based on experience gained as the event matures).

Bruce McLaren KartSport Award

The Bruce McLaren KartSport Award will be presented to the winners of the two classes with the highest entries. (Eligible classes: Junior 100cc Yamaha, 125cc Rotax Max Junior, 100cc Yamaha, 125cc Rotax Max Light.)

In the case of equal entry numbers the Award will be presented to the driver with the lowest points. To receive a Bruce McLaren KartSport Award each winning driver must first produce a project on the career, achievements and values demonstrated by Bruce McLaren during his life and together with the assistance of the Bruce McLaren Trust and KartSport New Zealand, make a presentation of their project to their school peers. Once presented the project material will become the property of the Bruce McLaren Trust. This presentation must be made within 8 weeks of the event and the Award winning drivers will receive an appropriate Award Certificate once the project has been presented.

Award winning drivers must make themselves reasonably available to the Bruce McLaren Trust, Award sponsors and KartSport New Zealand for media and publicity purposes during the 12 months following the event.

Special prizes associated with these Awards may be subject to minimum age restrictions and other conditions.

Implementation: 1-1-17

Reason: Feedback from competitors at 2016 event. For a number of years only 5 classes have been contested. This event can be run over one day.

Rule R1.15 Series

Replace the current Rule with the following:

R1.6 GROUP E - OPEN EVENT SPRINT (INCLUDES PERMANENT SPEEDWAY OVALS)

Where any eligible KartSport New Zealand licenced competitor is allowed to compete.

Permit Application Requirements:

- KartSport New Zealand Licenced Sprint Track - Entry Form, Information Sheet, Supplementary Rules, Permit Application, Permit Fee and Official's Form.
- Permanent Speedway Ovals - Entry Form, Information Sheet, Supplementary Rules, Permit Application, Permit Fee and Official's Form. Further information on the event including a venue Safety Plan will be required by the National Steward before the Permit is processed.

Event Status:

- Clubs may run Open events on the same day.

Maximum Number of R1.6 Group E Permits to be issued per annum:

- North Island 16
- South Island 8

Licence Rating Requirement:

- Tier 1 or 2 Sprint. Note following classes Tier 2 Sprint only:
Junior Clubsport 120
100cc Club Class Yamaha
ClubSport 120
KZ2 Restricted (unless over 30 years of age)

Implementation: 1-1-17

Reason: As agreed with Clubs at 2016 National Conference.

Rule R1.15 Series

Replace the current Rule with the following:

R1.15 SERIES

All Series and respective Rounds venues/dates for the next year will be determined no later than at National Conference each year.

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 five weekends within a 12 month period. Multiple Rounds per weekend are permitted.

There is no limit to the number of series that can be contested at any one event and no single series can prohibit other series from being contested at the same event.

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).

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: *All Series from 1-1-17 and for the 2016/17 WPKA Goldstar Series.*

Reason: As agreed with Clubs at 2016 National Conference.