



Rule Changes from the Executive

Issue #2017-1 Published 14-3-17

Updates underlined:

VINTAGE TECHNICAL OFFICERS

Update C2.14 and add the following new rules.

C2.14 DUTIES OF TECHNICAL OFFICERS, JUNIOR TECHNICAL OFFICERS and VINTAGE TECHNICAL OFFICERS

C2.14.3 VINTAGE TECHNICAL OFFICERS

C2.14.3.1 To check Vintage karts and engines for compliance of all technical rules and dimensions listed in Section V of the Manual.

C2.14.3.2 To carry out these checks either before the event if requested by the Chief Steward or the event organisers or during the event if requested by the Clerk of the Course.

C2.14.3.3 Not communicate any official information to any person except to KartSport New Zealand, the event organisers, the Stewards of the event and the Clerk of the Course.

C2.14.3.4 To prepare and sign, under their own responsibility, their reports and hand them to the authority among those mentioned above who instructed them to draw them up.

C2.14.3.5 To present evidence and be in attendance throughout the presentation of the evidence part of any Stewards Hearing involving technical matters.

Implementation: 14-4-17

Reason: Added at the request of Vintage Karting NZ to assist with the validation of vintage karts.

Rule C9.3 TABLE OF PENALTIES

Replace the current Rules with the following:

J1.2	Code of Driving Conduct. (A high standard is expected.)	Time Trial or Race a) No advantage gained and no disadvantage to others – reprimand and/or endorsement for 3 to 12 months. b) <u>advantage gained and/or disadvantage caused to others – 10 seconds minimum penalty. Maximum penalty</u> - exclusion from Time Trial or Race.	a) Withdrawal of all series points from that event. b) Exclusion from the event or 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.
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J2.8	<p>KZ2 Standing Start</p> <p>Failure to respect the requirements as determined by a Start Line Judge of Fact (JOF) or a Race Official (Officials Report) The rear wheel not on or near white line or wholly in the lane.</p> <p>The nose cone not behind the allocated grid line.</p> <p>Moving forward before the start signal has been given.</p>	<p>Judge of Fact decisions:</p> <p><u>Events with timing - 10 seconds time penalty.</u></p> <p><u>Events without timing - 3 place relegation.</u></p> <p>Other decisions: Exclusion from Race.</p>	<p>a) Withdrawal of all series points at that event. b) Exclusion from the event. c) Endorsement for minimum of 3 months and a maximum of 12 months. d) \$500 fine.</p>	<p>Section B Appendix One Schedule of Limits of Authority.</p>
J2.11	<p>Taking the Start</p> <p>Failure to respect the requirements as determined by a Start Line Judge of Fact (JOF) or a Race Official (Officials Report) Pole position failing to deliver the field to the <u>Yellow Start Zone Line</u> at the required steady speed.</p> <p>Passing pole position before the start is given.</p> <p>Failing to maintain grid position, in close formation, from the <u>Red Formation Line</u>.</p> <p>The rear wheel not on or near white line or wholly in the lane.</p>	<p>Judge of Fact decisions:</p> <p><u>Events with timing - 10 seconds time penalty.</u></p> <p><u>Events without timing - 3 place relegation.</u></p> <p>Other decisions: Exclusion from Race.</p>	<p>a) Withdrawal of all series points from that event. b) Exclusion from the event. c) Endorsement for minimum of 3 months and a maximum of 12 months. d) \$500 fine.</p>	<p>Section B Appendix One Schedule of Limits of Authority.</p>

Implementation: 14-4-17

Reason: To simplify the respective penalties for both Race Officials and competitors and to make the penalties more meaningful and in-line with international practice.

Rule C9.4 TABLE OF PENALTIES - TECHNICAL INFRINGEMENTS

Add the following:

Ref	Infringement	KartSport New Zealand Stewards		KartSport New Zealand Penalties
		Minimum Mandatory Penalty	Maximum Optional & Additional Penalties	
G1.5	<u>Breach of Scrutineering, Gear Check and Documentation rules.</u>	<p>Safety <u>Exclusion from the event and a fine not exceeding \$500, or, if the safety issue can be made to comply before rejoining practice or competition a fine not exceeding \$50.</u></p> <p>Non Safety <u>Exclusion from the event and a fine not exceeding \$200, or, if the issue can be made to comply before rejoining practice or competition a fine not exceeding \$20.</u></p>		Section B Appendix One Schedule of Limits of Authority.

Implementation: 14-4-17

Reason: Tidy up; moved G1.5 penalties to penalty section. Removal of “immediately” to make this Rule more realistic and workable.

Penalties for Non Compliance of Section V Technical Rules

Add the following new Rules:

C9.4.3 Penalties for Non Compliance of Section V Technical Rules:

Ref	Infringement	KartSport New Zealand Stewards		KartSport New Zealand Penalties
		Minimum Mandatory Penalty	Maximum Optional & Additional Penalties	
V8	<u>Non Compliance of Section V8 Vintage Technical Rules.</u>	<p>First Offence: Verbal warning with the offence written in the licence book and not permitted to participate until the fault has been rectified.</p> <p>Second Offence: Exclusion from the event for breach of a written warning.</p>	<p>a) <u>Exclusion from the event.</u></p> <p>b) <u>Endorsement for minimum of 3 months and a maximum of 12 months.</u></p>	<u>Section B Appendix One Schedule of Limits of Authority.</u>
V8.5.3	<u>The use of tyre dope/softeners</u>	<p>Minimum Penalty: <u>Exclusion from Event from the respective class.</u></p>	<p>Mandatory referral to KartSport New Zealand. Additional KartSport New Zealand penalties as per C9.4.2.2.</p>	<u>Section B Appendix One Schedule of Limits of Authority.</u>

Implementation: 14-4-17

Reason: Added at the request of Vintage Karting NZ to assist with the validation of vintage karts and reminder tyre dope is also strictly forbidden on vintage kart tyres.

Rule G1.5 SCRUTINEERING, GEAR CHECK and DOCUMENTATION

Replace the current Rule with the following:

G1.5 SCRUTINEERING, GEAR CHECK and DOCUMENTATION: When required, present your kart to the Machine Examiners in a clean and race ready condition and when applicable extra engines, carburettors and tyres. Present to the Race Officials race suit, helmet, gloves, race footwear, current Competition Licence including proof of current Club membership.

KartSport New Zealand Race Officials and/or Technical Officers reserve the right to call any competitor at any time during the event to present his/her kart, racing apparel and Competition Licence to the Officials.

Any non compliance with the Rules or Specifications may incur penalties.

Implementation: 14-4-17

Reason: Tidy up; moved G1.5 penalties to penalty section C9.4.

Rule K1.14 BRAKES

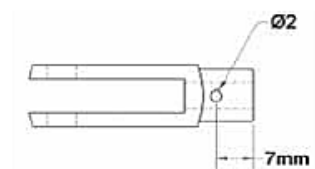
Replace the current Rule with the following:

K1.14 BRAKES: Must be effective, foot operated and must act on both rear wheels as a minimum. Rear brake rotors must be a minimum thickness of 3.5mm. Brake rotors made of carbon fibre composite materials are forbidden. Brake disc/rotor must be made from either steel, stainless steel or cast iron (regardless of CIK-FIA homologation expiry date). All-metal lock nuts are to be used to fasten brake rotor to the brake rotor carrier. It is recommended to use distorted thread nuts only once. Bolts and lock nuts using any kind of non metallic material such as nylon are forbidden for securing the brake rotor to the brake rotor carrier. The minimum requirement for mechanical brakes is a 1.8mm diameter multi strand cable clamped with a minimum of two cable clamps at each end or a suitable crimped fitting. Hydraulic brakes must have two links between the pedal and the master cylinder.

Primary link: If cable is used the minimum diameter and clamping requirement is the same as for mechanical brakes. Rods must be a minimum of 5mm steel rod, preferably not chromed.

Secondary link: A minimum 1.8mm diameter multi strand cable clamped with a minimum of two cable clamps at each end, a suitable crimped fitting or a clamp as shown complete with nyloc nuts.

Unless the brake rod is visibly seen to have a minimum of 6mm engagement, Clevis and rod ends must have a hole 2mm diameter 7mm minimum from the end to ensure threaded rod is engaged at least 6mm into the clevis or rod end. This hole is to be aligned with the centre of the two fork arms. As shown in the following illustration.



If the brake rod clevis pin is retained by a spring clip, a cable tie is to be fitted as shown.

Hydraulic brake lines must be flexible. All bolts holding brake components including brake pad retaining bolts must be locknuttred or nylocked (self-locking nuts) and protrude through the locking device. In the case of brake pads not being contained by a secondary device the blind bolts securing the pads must be drilled and lock-wired.

Where a dual braking system is fitted, in the event of failure of one system, the kart MUST still retain effective braking.

Brake pad shims that rely only on being retained by two pins will be required to have both these pins independently secured or lock wired. In the case of a single pin, contained by such methods that the failure of any single component will not allow the shim retention pin to fall out. Securing with fasteners and nylock nuts is acceptable.

Disc Brake Protector: The protector mount and pad must be fit for purpose. An efficient rear brake disc protective pad (in Teflon, Nylon, Delrin, carbon fibre, kevlar or Rilsan is optional (recommended if brake disc protrudes below the lower level of the main chassis frame tubes). This protection must be placed laterally in relation to the disc in the longitudinal axis of the chassis or under the disc. The mounting bracket and fixings must not protrude below the lower plane of the protective pad.



Implementation: 14-4-17

Reason: Removal of the requirement to have blind brake caliper mounting bolts drilled and lock wired. That requirement is not considered necessary (nor is it recommended by manufacturers) with current karts and this brings NZ in line with other countries in this respect.

Rule K1.34 TIE RODS

Replace the current Rule with the following:

K1.34 TIE RODS: Minimum 8mm OD steel rod or 10mm by 2mm steel tube or minimum 10mm OD aluminium alloy rod or equivalent, or 12mm OD by 2.6mm aluminium alloy tube or equivalent.

Implementation: 14-4-17

Reason: Removal of the requirement to drill tie rod ends. That requirement is no longer considered necessary (nor is it recommended by manufacturers) with current karts and this brings NZ in line with other countries in this respect.

Rule K1.42 NOSE CONES:

Replace the existing Rule with the following:

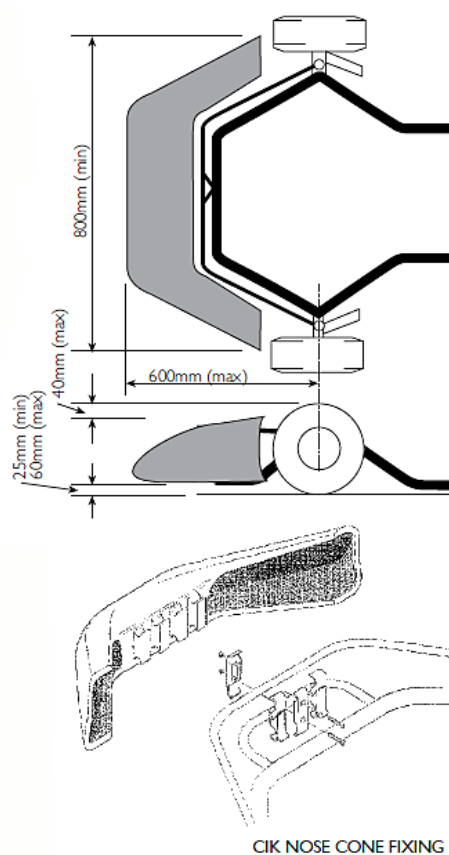
Rule K1.42 NOSE CONE: The fitting of a nose cone is compulsory at all events for all classes (except for Dirt and Road events where a nose spoiler may be used as an alternative). For all classes, except Cadet ROK, Cadet Raket and Vortex Mini ROK, the nose cone must be CIK-FIA homologated and be fixed using its corresponding homologated mounting bars and other homologated components. Mounting bars must either carry their original official homologation number and markings or be manufactured from an equivalent material in a shape and with a tube wall thickness to match the homologated mounting bars.

Cadet classes must use a CIK/02 or a CSAI/FIK homologated nose cone or a nose cone of a similar shape to a CIK/02 homologated nose cone. The minimum width measurement does not apply to Cadet classes.

Vortex Mini ROK must use either a CSAI/FIK or a CIK/FIA homologated nose cone.

The nose cone must be of sound construction, unmodified, with a uniform and smooth surface and not incorporate holes other than for fixing. The only accepted method of fixing the nose cone in all classes (except Cadet) is by the CIK/FIA homologated nose cone fixing method. On Cadet classes the nose cone must be attached at two points by a mechanical fastening device.

The nose cone must never at any time cut the plane through the outside of the front tyres, with the front wheels in the straight ahead position.



Fixing Clips can only be fitted with the latch lever pointing towards the track (see picture).
A single cable tie may be used to secure the top hook of each clip to the top bar (see picture).
It is not permitted to add extra securing devices/cable ties to the latch lever and/or the lower hook.

Implementation: 14-4-17

Reason: Clarification and update to match currently available nose cones.

Rule L3.5 TYRE RESTRICTIONS

Replace the current Rules 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 for all events until 31 December 2017 and optional for Club Day Group F events until 31-12-18)

Dunlop KT14 W13

Front 4.5-5x10.0.

Rear 5.50-5x11.0.

(This wet tyre will be in use for all events from 1-1-18 to 31-12-21)

(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 from 1-2-17 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: 1-1-18

Reason: Introduction of a new wet tyre contract tyre. Dispensation for the current Dunlop KT12 SLW2 to be used (optional) at Club Day Group F events for a further 12 months until 31-12-18 to allow Club Day competitors more time to use up their current wet tyres.

Note: It is probable that classes with Rotax Grand Final seat prizes running in the 2018 NZRMC will be required by Rotax to run a MOJO wet tyre. This will be confirmed in the respective 2018 Series Supplementary Rules if required.

Rule N10.24 Vortex Kiwi Mini ROK CRANKSHAFT BEARINGS

N10.24 CRANKSHAFT BEARINGS: *SNR* (Type 6204G15C4) or *KOYO* (Type 6204MGC4 or 6204SGC4) or *KOYO* bearings marked C4 on one side of the bearing and 6204 on the other side are the only bearing allowed. Bearing markings must be able to be read.

Implementation: *Immediate (clarification)*

Reason: Clarification. Koyo have changed their marking system.

Rule P1 1 NATIONAL & ISLAND SPRINT CHAMPIONSHIPS

Replace the respective current Rules with the following:

P1 **NATIONAL SPRINT CHAMPIONSHIPS**

NOTE: This race format can also be used for other sprint events.

P1.1 ALLOCATION: National Sprint Championships are contested in the ratio two in the North Island to one in the South Island. KartSport New Zealand will allocate hosting rights for the event based on its roster.

P1.13 ENTRY FEE:

NZ Sprint Championships: \$200.00 (incl GST) per class. \$40 (incl GST) retained by host Club.

Tyre and Fuel Testing Levy, if applicable, are in addition to this fee.

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

(6x6 m approx.) \$46

P1.14 CLASSES FOR NATIONAL 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

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

P1.16 PROGRAMME

OPTION 1

Day 1

Confirmation of entry and dry tyre distribution. Check Supplementary Rules for official time period. Often the previous day. Scrutineering for morning classes

Morning:

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

Time Trials for Saturday classes

Repechage Races for Saturday classes (if required)

Afternoon:

Scrutineering for afternoon classes

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

Time Trials for Sunday classes

Repechage Races for Sunday classes (if required)

Day 2

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

Heats

Pre-Finals

Finals

Podium presentations after each Final (if time allows)

Technical inspection of engines, etc.

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

Day 3

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

Heats

Pre-Finals

Finals

Podium presentations after each Final (if time allows)

Technical inspection of engines, etc.

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

Prizegiving at suitable venue.

OPTION 2

Day 1

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

Scrutineering for all classes.

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

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

Day 2

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

Heat 2 and Pre-Final. All classes.

Day 3

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

Finals. All classes

Podium presentations after each Final (if time allows)

Prizegiving at suitable venue.

P1.20 TANIWHARAU SHIELD

Delete this rule.

Implementation: 1-7-17

Reason: Island Sprint Championships now have a separate Rule. See P6.

Add the following new Rules regarding Island Sprint Kart Championships

P6 ISLAND SPRINT CHAMPIONSHIPS

NOTE: This race format can also be used for other sprint events.

P6.1 ALLOCATION: The North and South Island Sprint Championships are contested in their respective Island. KartSport New Zealand will allocate hosting rights for these events based on its roster.

P6.2 EVENT FORMAT: The electronic timing/lap scoring system will be used. The traditional lap scoring system must be maintained and will be definitive in the case of a dispute.

P6.2.1 More than 3 classes per day

One 8 minute Time Trial

A Repechage race (if required)

Two Heats

One Final

In the event of a total timing equipment failure, Time Trial will be cancelled and the grid for the Final will be established using a two Heat predetermined grid system.

P6.2.2 Up to 3 classes per day

One 8 minute Time Trial

A Repechage race (if required)

Two Heats

One Pre Final

One Final

In the event of a total timing equipment failure, Time Trial will be cancelled and the grid for the Final will be established using a two Heat predetermined grid system.

P6.3 TIME TRIAL: One eight minute session. If not previously sealed/marked, competitor's tyres, chassis and engine(s)/carburettor(s)/ exhaust(s)/etc will be marked at the end of the Time Trial. Any kart which crosses the line of the Out Grid exit gate to the circuit will be deemed to have started the Time Trial. Karts must enter the Pit Shute from the track end in order to have this marking applied by Officials. No pitting or outside assistance (except for controlled outside assistance to Cadet and Junior Restricted Age Group class competitors who have spun out) is allowed during the Time Trial. The timing and length of Time Trial will be managed by the Official Timekeeper. The Time Trial period will begin when the first kart is recorded as having commenced its first timed lap. Karts which commence their final lap before the end of the 8 minute period will have their final lap recorded.

Where the number of entries exceeds the track limit the field will be divided into two equal sized groups (Group 1 and Group 2) for the Time Trial session. Groups will be established by placing the competitor with the lowest race number on the confirmed numerical order entry list in Group 1, the second lowest in Group 2, the third lowest in Group 1, etc.

Competitors using **NZ, NI, SI** or **NS** plates will be placed at the beginning of the confirmed entry list respectively. Competitors may only qualify in their respective Group Time Trial session. Changing Group is not permitted.

The list of qualifiers will be established by combining the results of Time Trials from each Group by seeding the Group with the fastest time on the odd numbered grids and the other Group on the even numbered grids, fastest to the front.

For Ties see P1.12.

Competitors are responsible for the secure attachment of transponders to their karts. Only times recorded using transponders will be permitted.

Karts which start the Time Trial but do not complete a timed lap will be permitted to start from the rear of the field. If several karts fail to complete a timed lap their grid positions will be determined by drawing lots.

P6.4 REPECHAGE (if required): If oversubscribed the top competitors from the Time Trial seeding take the front positions for the Heats leaving the rear 6 grids free. The remaining competitors, up to the track limit, contest a Repechage race to determine the remaining 6 grid positions. Repechage gridded as per Groups from Rule P1.3. The winner of the Repechage takes the first available grid, 2nd takes the next etc.

P6.5 HEATS: 2 Heats. The starting grids for the two heats will be established and gridded as per the result of the Time Trial; ie.fastest qualifier to the front for both heats. Any competitor(s) who withdraws from competition prior to the first Heat must immediately notify the Clerk of the Course. Points; 0 points for 1st, 2 points for second, 3 points for 3rd, 4 points for 4th, etc.

P6.6 PRE-FINAL: Gridded lowest points to the front. Qualifying Heat points are dropped.

P6.7 FINAL:

P6.7.1 More than 3 classes per day: Gridded lowest points from the Heats to the front. Qualifying Heat points are dropped. The winner of the Final is the provisional Championship winner (subject to Technical Inspection, Fuel and Tyre testing as applicable).

P6.7.1 Up to 3 classes per day: Gridded from the results of Pre-Final with winner to the front etc. Competitor(s) eligible to start the Pre-Final but who were deemed DNS in the Pre-Final may start the Final. Grid position(s) for DNS competitor(s) for the Final will be behind all other competitors (See P.10 ref Exclusion) who started the Pre-Final and in the same relative order as for the Pre-Final grid. The winner of the Final is the provisional Championship winner (subject to Technical Inspection, Fuel and Tyre testing as applicable).

P6.8 NON STARTER (DNS): Is any competitor who does not take the start of a race. Points awarded for Heats will be number of confirmed entries plus 1.

P6.9 FINISHER: (Rule J2.22)

P6.10 EXCLUSION

Time Trial: No time awarded for respective Time Trial. If excluded from Time Trial start Heats (and Repechage if run) at rear of the field. Not permitted to start Repechage if Repechage is oversubscribed.

Repechage: Not permitted to start Heats.

Heats: Awarded number of confirmed entries +5.

Pre-Final: No result and starts the Final from the back of the grid behind competitors deemed DNS in the Pre-Final.

Final: No result. If for a technical infringement a competitor is removed from the results and all competitors move up.

P6.11 RACE DISTANCE: Repechage and Heats: 5 km minimum. Pre-Final: 10 km minimum. Final: Cadet and JR Age Groups 15 km minimum. Junior and Senior Age Groups Dry Programme 18 km minimum, Wet Programme 15km minimum.

P6.12 TIES:

When using Time Trials:

To decide Grid for Repechage and Heats: Use second best Qualifying time. Fastest to the front. If still equal toss a coin.

To decide Grid for Pre-Final: Use Qualifying times. Fastest to the front. If still equal toss a coin.

To decide result of Pre-Final: Use Qualifying times. Fastest to the front.

To decide Grid for Final: More than 3 classes per day format: Use Qualifying times. Fastest to the front. If still equal toss a coin.

Result of Final: Drivers are equal.

When using predetermined grids:

To decide Grid for Repechage and Heats: Use highest place. If still equal toss a coin.

To decide Grid for Pre-Final: Use highest place in Heats. If still equal toss a coin.

To decide result of Pre-Final: Use highest place in Heats. If still equal toss a coin.

To decide Grid for Final: More than 3 classes per day format: Use highest place in Heats. If still equal toss a coin.

Result of Final: Drivers are equal.

P6.13 ENTRY FEE:

Island Sprint Championships: \$128 (incl GST) per class. (all retained by host Club)

Tyre and Fuel Testing Levy, if applicable, are in addition to this fee.

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

(6x6 m approx.) \$46

P6.14 CLASSES FOR ISLAND SPRINT KART CHAMPIONSHIPS:

Day 1:

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

Day 2:

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

P6.15 CLOSING DATES FOR ENTRIES: the Early Closing Date for entries will be no later than 28 days prior to the first day of the event. The host Club may accept Late Entries at its discretion up until a minimum of 10 days prior to the first day of competition. However Rule Q2 and Q3 will be applied based on the entries received by the Early Closing Date. The host Club must publish, in the Entry Form, the last date and time that Late Entries will be accepted. The P6.2 and P6.16 Option to be run will be based on entries at the Late Entry Date.

P6.16 PROGRAMME

OPTION 1 – Up to 3 classes per day

Each Day

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

Scrutineering for all classes

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

Time Trials

Repechage(s) (if required)

Heats

Pre Finals

Finals

Podium presentations after each Final (if time allows)

Technical inspection of engines, etc.

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

Prizegiving in Club Rooms or other suitable venue.

OPTION 2 - More than 3 classes per day

Each Day

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

Scrutineering for all classes

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

Time Trials

Repechage(s) (if required)

Heats

Finals

Podium presentations after each Final (if time allows)

Technical inspection of engines, etc.

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

Prizegiving in Club Rooms or other suitable venue.

P6.17 ELIGIBILITY: Only the following are permitted to enter:

- KartSport New Zealand Licence holders with a 'Tier 1' Sprint rating.
- Karting Australia Licence holders with a valid Trans Tasman Visa. A or B Karting Australia Sprint rating only.

P6.18 TRACK AVAILABLE FOR TESTING: As defined in Rule R3.10. The host Club must make its track available, for testing purposes, for a maximum of 1 day for 8 hours minimum, immediately prior to Day 1 of the event. The track will be closed to all karts between the Monday and Thursday inclusive immediately prior to the event. Rule R3.10 - General, must be obeyed. Details regarding this testing must be stipulated in the Supplementary Rules. The host Club is permitted to charge a maximum testing fee of \$10 per day per competitor.

P6.19 TANIWHARAU SHIELD

Contested annually at the North Island Sprint Championships. Awarded to the competitor with the best result in two classes. Calculated by adding competitors' two best finishing positions, lowest total wins. If tied, the award is shared.

Implementation: 1-7-17

Reason: In recent years the Island Sprint championships have not been working well for both Clubs and competitors alike. By the end of October many competitors have done a lot of racing, especially those contesting the major series plus it is near exam time for school aged competitors. This revised format will result in a much more compact and cost effective event for all concerned with only one day of testing and racing for each class concluded all on the same day and potential for prizegiving at the Club each of Saturday and Sunday nights. This change will be reviewed following the 2017 Island Sprint events.

R3.19 STARTER

Replace the current Rule with the following:

R3.19 STARTER: Must be experienced, if not the competitors will very quickly dictate the start of a race. KartSport New Zealand reserves the right to approve/appoint the starter/s. For all Group A, B, C, D and E events (excluding SuperKart events) the Starter must be a Race Official Grade 3 or higher.

Implementation: 14-4-17

Reason: The Starter and/or Race Director is normally the Start Judge of Fact and hence charged with managing the start procedure including making calls on Judge of Fact decisions which carry automatic penalties. People fulfilling such an important role at key events need to have the authority and training to make such calls.
SuperKarts: Normally a MSNZ qualified starter, assisted by a KartSport New Zealand Race Official, is used at SuperKart events.