



## Rule Changes from the Executive

Issue #2017-2 Published 31-5-17

Updates underlined:

### C4.9 PROTEST WITHOUT FOUNDATION

Replace the current Rule with the following:

### C4.9 PROTEST WITHOUT FOUNDATION

If the protest is rejected or if it is withdrawn after being brought, but before being heard, the Protest Fee shall be returned.

If judged partially founded, or upheld, the fee will be returned in its entirety.

However, if it is proved that the author of the protest has acted in bad faith or that the protest is frivolous, KartSport New Zealand may impose upon the protestor the penalties laid down in this Code and the Protest Fee retained.

**Implementation:** Immediate (clarification)

**Reason:** Clarification.

### Rule C9.3 Table of Penalties

Replace and/or add the respective Rules below:

Ref	Infringement	KartSport New Zealand Stewards		KartSport New Zealand Penalties
		Minimum Mandatory Penalty	Maximum Optional & Additional Penalties	
C3.1	Breach of any specific requirement or obligation of the competitor for which no other penalty is specified in this schedule.	<u>\$50 fine.</u>	a) Endorsement for minimum of 3 months and a maximum of 12 months. b) \$500 fine. c) <u>Exclusion from Time Trial, Race, Event or Series</u> d) Referral to KartSport New Zealand.	Section B Appendix One Schedule of Limits of Authority.

<u>C4.9</u>	<u>Protest without foundation.</u>	<u>Fine equal to the respective Protest Fee:</u> <u>Group F Club Days: \$50.</u> <u>Group D and E Events: \$100.</u> <u>Group A to C Events: \$250.</u>	<u>a) Endorsement for minimum of 3 months and a maximum of 12 months.</u> <u>b) \$1000 fine.</u> <u>c) Exclusion from Time Trial, Race, Event or Series.</u> <u>d) Referral to KartSport New Zealand.</u>	<u>Section B Appendix One Schedule of Limits of Authority.</u>
<u>G1.3</u>	<u>Competitor's responsibility.</u>	<u>\$50 fine.</u>	<u>a) Endorsement for minimum of 3 months and a maximum of 12 months.</u> <u>b) \$500 fine.</u> <u>c) Exclusion from Time Trial, Race, Event or Series</u> <u>d) Referral to KartSport New Zealand.</u>	<u>Section B Appendix One Schedule of Limits of Authority.</u>
<u>J1.21</u> <u>(K1.44</u> <u>Q5.2</u> <u>Q5.3</u> <u>P1.16)</u>	<u>Transponders</u>	<u>Out Grid: Not fitted - not permitted on the track.</u> <u>Tuning Run: Not fitted/working - \$50 fine.</u> <u>Time Trial: Not fitted/working - no time recorded.</u> <u>Race: Not fitted/working - exclusion from the race.</u> <u>No participation until rectified.</u>		
<u>J1.22</u>	<u>Pushing or Towing Karts with another non-compliant vehicle.</u>	<u>Excluded from Time Trial or Race or any on track activity.</u>	<u>a) Endorsement for minimum of 3 months and a maximum of 12 months.</u> <u>b) \$500 fine.</u> <u>c) Exclusion from Time Trial, Race, Event or Series.</u>	<u>Section B Appendix One Schedule of Limits of Authority.</u>

			<u>d) Referral to KartSport New Zealand.</u>	
<u>Q5</u>	<u>Breach of Age Group/Class Groups</u>	<u>Refer to KartSport New Zealand</u>	<u>Refer to KartSport New Zealand</u>	<u>Suspension of Competition Licence for a minimum of 3 months plus Licence Endorsement for minimum of 3 months and maximum of 12 months plus \$1000 maximum fine.</u>

**Implementation:** Immediate (clarifications)

**Reason:** Clarifications and updates not previously specified.

**Rule D2.1 COMPETITION LICENCE**

**Replace the respective paragraph in Rule D2.1 with the following:**

The Competition Licence fee is \$210.00 per annum and \$17.50 per month for any additional months. Subsequent family members residing at the same address pay only \$157.00 per annum each, regardless of class, and \$13.08 per month for any additional months.

**Implementation:** 1-7-17

**Reason:** Noted inflation for last 12 months has been 2.2%. Licence Fee increase required by Rule D2.1.

### **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: 120kg.

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:** 1-7-17

**Reason:** KartSport Mt Wellington proposal to increase MAW supported by seven Clubs in Rules Round 32.

### **E4.1.2 JUNIOR CLUBSPORT 120**

Drivers with a Junior ClubSport Licence, minimum age 11 years, are also eligible to compete in this class.

Maximum licence rating 'Tier 2'.

Eligible engine: Raket 120 to KartSport New Zealand specs.

MAW 133kg

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

Clutch: Obligatory. Must be the clutch as originally supplied with the Raket 120 engine. (Rule M2)

Chassis: Exactly as per KartSport New Zealand chassis sprint unless otherwise specified. (Rule K1)

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 or Rotax Max Junior 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:** 1-7-17

**Reason:** Junior ClubSport minimum age no longer on trial. Uptake steady at clubs running this class.

#### **E4.1.4 JUNIOR CLUBSPORT LO206**

Drivers with a Junior ClubSport Licence, minimum age 11 years, are also eligible to compete in this class.

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 or Rotax Max Junior 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:** 1-7-17

**Reason:** Junior ClubSport minimum age no longer on trial. Uptake steady at clubs running this class.

#### **Rule H1.2 Red Flag**

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

**H1.2 RED FLAG:** Immediately cease racing. Proceed slowly and with caution to the start line or obey Clerk of Course/Race Director's instruction and be prepared to stop should the track be blocked. The Red Flag is to only be used by the Clerk of the Course/Race Director or under his/her instructions.

Any competitor(s) found to be the cause of the Red Flag being displayed at any time after leaving the Out Grid may be penalised.

When a race stoppage occurs due to a competitor being injured or appearing to be injured, he/she must stand down for at least 30 minutes and may only participate in following races after being cleared by a suitably qualified medical person.

**Implementation:** 1-7-17

**Reason:** To allow time for those injured/winded in Red Flag situations a longer period for treatment/recovery before driving again.

### **Rule J1.22 Towing and Pushing**

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

**J1.22** The towing of SuperKarts by a motor vehicle or quad bike is permitted for the purposes of recovery of the kart from the circuit only and providing the kart driver holds the tow rope in such a way that it would be quick release in an emergency situation. No kart will be towed when the kart's braking system is inoperative or faulty. The driver must be wearing all safety apparel when being towed. Under NO circumstances is any class of kart permitted to be pushed or towed by another non-compliant vehicle for the purpose of starting, either in the pits or on the circuit.

**Implementation:** Immediate (safety)

**Reason:** Safety

### **Rule J2.22 FINISHER**

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

**J2.22 FINISHER:** Is any competitor who is deemed to have started the race (Rule J2.11). The Provisional Result will be based on the order competitors cross the Finish Line and receive the Chequered Flag. Karts must cross the Finish Line and receive the Chequered Flag under their own designed motive power or coast over the Finish Line without manual assistance. Karts which receive the Chequered Flag will be classified ahead of karts which do not receive the Chequered Flag regardless of the number of laps completed by the stationary karts. The Provisional Result will be determined by Rule J3.1. Competitors stopping or withdrawing, will be credited the number of laps completed in the order of crossing the Finish Line. Karts not completing the first lap will be classified as DNF and placed in the order they crossed the Start Line.

**Implementation:** Immediate (clarification)

**Reason:** Clarification.

### **Rule J3.1 Finish Line Judge**

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

#### **J3.1 FINISH LINE JUDGE**

- J3.1.1** At every event a Finish Line Judge must be nominated. In a competition where a decision has to be given as to the order in which competitors cross the finish line, the Finish Line Judge shall give such a decision.
- J3.1.2** Protests. No protests against the decision of the Finish Line Judge shall be admitted concerning a question which they have been officially appointed to decide. The decision of the Finish Line Judge is final.
- J3.1.3** Mistakes. If the Finish Line Judge considers they have made a mistake they may correct it, subject to this correction being accepted by the Chief Steward of the event.
- J3.1.4** Finishing positions will be determined by the electronic system based on transponder passings, however the traditional (manual) system must also be maintained and will be used in the case of electronic recording equipment (loop, cables, decoder and/or computer) failure and at circuits without a recording loop.

**Implementation:** 1-7-17

**Reason:** To the match change away from (visual) Finishing Judge of Fact to using the transponder passing to determine results in races (See updated K1.44 and C9.3-J1.21). Same as Karting Australia.

### Rule K1.1 Wheelbase

Replace the current Rule with the following:

**K1.1 WHEELBASE:** 1300mm maximum  
1000mm minimum  
Dimensions fixed until at least 31-12-19

**Implementation:** 1-7-17

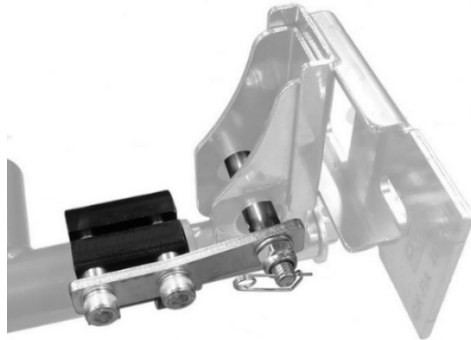
**Reason:** To provide stability.

### K1.6 REAR BUMPER

Add the following underlined section and picture:

The fitting of a CIK homologated rear protection pod is permitted providing:

- The rear protection pod and fittings are CIK homologated and are both marked with their respective CIK-FIA homologation number (eg "5/CA/17").
- Ground clearance: 25mm min and 60mm max.
- The rear protection pod does not extend rearwards of the centre line of the axle by more than 400mm.
- It is recommended that a secondary restraint, with the primary purpose of securing a loose rear protection pod/fittings, is used. (see picture for example.)



**Implementation:** Immediate (clarification)

**Reason:** Clarification.

### K1.23 OVERFLOW CONTAINER

Replace the current Rule with the following:

**K1.23 OVERFLOW CONTAINER:** Overflows from carburettors/gearboxes/gear cases and radiators must be ventilated into a suitable leak proof container(s) of adequate capacity for the engine/carburettor used (minimum capacity: 130 ml for carburettors/gearboxes/gear cases and 25 ml for radiators). The container(s) must have a removable top cap and access hole(s) for tubes only and be securely fastened to the kart. Overflow hoses must be leak proof without splits. A single 6mm maximum diameter vent hole is permitted in the top cap or the top of container. For the Briggs & Stratton LO206 engine only, the crankcase/breather overflow container (minimum capacity 130ml) is permitted to have two 6mm vent holes in the top cap or top of the container.

Rotax FR125 Max, Rotax FR125 Junior Max and Rotax DD2 engines may use the original 180mm long carburettor air vent hose Rotax part No. 260 260 which must be fitted as per Rules N12.5, N14.5 and N16.5.

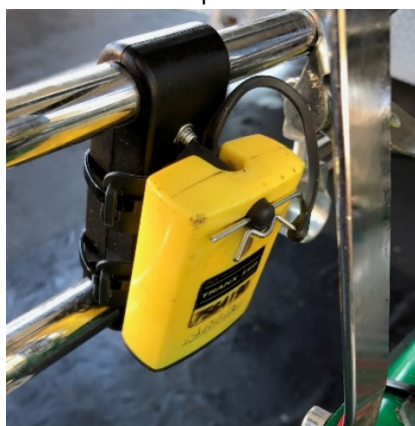
**Implementation:** 1-7-17

**Reason:** Alignment with international practice for radiator overflow containers.

#### Rule K1.44 Transponders

Replace the current Rule with the following:

**K1.44 TRANSPONDERS (AMB TranX 160 and My-Laps X2):** Only one transponder permitted. Transponder must be operational and fitted, in an approximately upright position (ie. TranX 160 with the R clip to the top. X2 with the R clip to the bottom), in an appropriate bracket on to the rear side of the front bumper support (see pictures) and fitted at a height of 20cm +/- 5cm from the track surface. National and International class SuperKarts may place their transponder on the rear face of the nose spoiler/nose cone.



**Implementation:** 1-7-17

**Reason:** To the match change away from (visual) Finishing Judge of Fact to using the transponder passing to determine results in races (See J3.1 and C9.3-J1.21). Same as Karting Australia.

#### Rule L2.3 Numeral Size

Replace the current Rule with the following:

**L2.3 NUMERAL SIZE:** Only **Futura Condensed Bold** numerals (*not italics*) will be accepted. Minimum height 120mm with 25mm nominal brush stroke.

**Note:** In the formation of the Futura Condensed Bold font some of the brush strokes, when the font is set to 25mm nominal width, will be less than 25mm. For example, the angled bar in the 4 is approx. 12.2 mm. This is acceptable.

**Exception:** International Class SuperKarts: Minimum height 190mm with 30mm nominal brush stroke.

0 1 2 3 4 5 6 7 8 9

**FUTURA CONDENSED BOLD**

This is the only acceptable letter shape.



**Implementation:** Immediate (Clarification)

**Reason:** Clarification.

**Rule P1.13 NZ Sprint Championships ENTRY FEE**

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

**P1.13 ENTRY FEE:**

NZ Sprint Championships: \$295.00 (incl GST) per class. \$40 (incl GST) retained by host Club.

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

**Implementation:** 1-7-17

**Reason:** To help balance the event deficit and ensure grassroots karters are not subsidizing elite competitors.

**Rule Q2.3 National Schools Championships Classes**

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

**Q2.3 NATIONAL SCHOOLS CHAMPIONSHIPS**

Minimum entry per class: 6

Minimum number of classes: 4 of 6

**Implementation:** 1-7-17

**Reason:** To match change in classes previously announced.

**Rule Q2.5 National SuperKart Championships Classes**

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

**Q2.5 NZ SUPERKART CHAMPIONSHIPS**

Minimum entry per class: 5

Minimum number of classes: 4 of 7

For attaining the minimum numbers for the SuperKart Championships, the Grand Prix entry is not to be taken into account. However for a Grand Prix to be recognised it must have a minimum of 5 entries.

**Implementation:** 1-7-17

**Reason:** To match change in classes previously announced.

## Rule Q9.4 FAST TRACK CLUB DAY APPROVAL PROCESS

Replace the current Rule with the following:

### 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 except those subject to normal club scrutineering practice 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 except those subject to normal club scrutineering practice 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 club scrutineering practice.

At least three karts other than those subject to normal practice and from different classes will be randomly selected for scrutineering at each "Fast Track Clubday."

A Machine Examiner will supervise all scrutineering activities and will also carry out the specified random kart checking throughout the day on any of the out grid, the in grid or any other designated area.

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

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 the kart must leave the out grid and be classified as a Did Not Start. (DNS)

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

Every driver must attend a Drivers Briefing. Drivers and the Parent/Guardian of any minor driver arriving after any Drivers Briefing at the start of the event must report to the the Clerk of Course and request a briefing.

The "**Out Grid Check Sheet**" naming 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: 1-7-17

**Reason:** To enhance operation of the "Fastrack Clubday" option. KartSport Wellington proposal supported by six Clubs in Rules Round 32.



**Implementation:** Immediate (clarification)

**Reason:** Clarification.

## **Rule T2 Fees and Levies**

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

### **T2 FEES AND LEVIES**

(All inclusive of GST)

Affiliation Fee	\$281-75
Protest/Hearing Fee	
Group F Club Days	\$50
Group D and E Events	\$100
Group A to C Events	\$250
Technical Protest Re-assembly Bond	\$250
KartSport New Zealand Appeal Fee	\$2000
MSNZ National Court of Appeal Fee	As set by MSNZ. Currently \$2500
KartSport New Zealand Medical Appeal Fee	\$511
Fuel Testing Levy	
Group A to C Events	\$11 per entry
Group D and E Events	\$2 per entry
Tyre Testing Levy	
Group A to C Events	\$11 per entry
Group D and E Events	\$2 per entry
KartSport New Zealand Competition Licence Fees	
First Member	<u>\$210</u>
Additional Member	<u>\$157</u>
KartSport New Zealand Vintage Licence Fee	\$30 (amount discounted on upgrade to Competition Licence)
KartSport New Zealand Practice Licence Fee	\$30 (amount discounted on upgrade to Competition Licence)
Licence Administration Fee (if applicable)	\$20
One Day Licence Book of 10 (for Clubs)	\$300 (Club sets One Day Fee)
Licence Declaration Fee	\$20
Licence Age Group Upgrade Fee	\$20
Duplicate Licence Fee	\$20
Transponder lease (previously used unit)	\$74 per annum
Transponder lease deposit	\$123
<u>X2 transponder lease (1 and 2 year)</u>	<u>Contact Office for current prices.</u>
Trans Tasman Visa and new Medical Card	\$80
Trans Tasman Visa with current Medical Card	\$50
CIK International Licence and Visa and new Medical Card	\$150
CIK International Licence and Visa with current Medical Card	\$120
Non Return of Trophy On Time Fee	\$200
Permit Fees	Rule R1.3
Championship Entry Fees	Section P
Rule G3.2 Option 2 Application Fee	\$230

**Implementation: 1-7-17**

**Reason:** Noted inflation for last 12 months has been 2.2%. Licence Fee increase required by Rule D2.1.