



Rule Changes from the Executive

Issue #2017-6 16-11-17

Updates underlined:

Rule C2.18.8 Facts to be Judged

Replace the current Rule with the following:

C2.18.8 Facts to be Judged

The following Facts will be subject to Judge of Fact (Refer C2.18.3).

- Starting infringements.
- Finishing positions.
- Exceeding track limits.
- Minimum all up weight.
- Sound level measurement.
- Clutch engagement rpm.
- Competitor and Officials alcohol testing
- Fuel Testing Results
- Tyres Testing Results
- Failure to present engine (and controlled components) for inspection
- RPM Limiter temperature
- All aspects of push back nose cone compliance.

Additional Facts to be judged by the Judges of Fact must be listed in the Supplementary Rules for the event.

Implementation: 1-1-18

Reason: Ref introduction of push back nosecones See Rule Changes 2017-5.

Rule C9.3 Table of Penalties

Add the following new section:

		KartSport New Zealand Stewards		
Ref	Infringement	Minimum Mandatory Penalty	Maximum Optional Additional Penalties &	KartSport New Zealand Penalties
K1.42 .1 and K3.16 .1	<u>Push back nosecone non-compliance.</u>	<u>Qualifying: loss of two fastest lap times in that session.</u> <u>Race: Cadet and Vortex Mini ROK - 5 seconds added to race time.</u> <u>All other classes – 10 seconds added to race time.</u>	a) <u>Endorsement for minimum of 3 months and a maximum of 12 months.</u> b) <u>\$500 fine.</u> c) <u>Referral to KartSport New Zealand.</u>	<u>Section B Appendix One Schedule of Limits of Authority.</u>

		<p>NOTE: The <u>imposition of the mandatory 5 or 10 second penalty, or loss of two fastest lap times in Qualifying, does not mean that further penalties won't be applied (via the normal judicial process) for breaches of driving and/or other behaviour rules.</u> <u>Should a competitor be found/proved to have intentionally replaced/readjusted a nosecone which is not installed correctly during competition including after the "chequered flag" was waved or on the In Grid, he/she will be excluded from the respective event.</u> <u>Nose cones, fitting kits and bars which have been tampered with will result in the respective competitor being excluded from the event.</u></p>		
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Implementation: 1-1-18

Reason: Ref introduction of push back nosecones. See Rule Changes 2017-5.

Rule C9.4 TABLE OF PENALTIES - TECHNICAL INFRINGEMENTS

Replace section 1 with the following:

	INFRINGEMENT	MINIMUM PENALTY
1	All Technical Inspection Infringements including any <u>bar code</u> , seal or mark found not to be present when required or tampered with in any way.	Exclusion from event from the respective class

Implementation: 1-1-18

Reason: To updated our surrender rules and bring them into line with other countries. Allow bar coded engine and chassis seals to be used and recorded when required. An instruction sheet with photos will be produced to show competitors how to fit the chassis and engine bar coded wire seals when required, also info for the TO's using the system. We will start off using the system at our hosted events with a long term goal of using it at all events where tech is required.
At events where the bar code system isn't used paint and marker pens will still be used to seal and i/d the engines in the same places as where there bar coded seals would be fitted.

Rule C9.4 TABLE OF PENALTIES - TECHNICAL INFRINGEMENTS

Add the the following:

Ref	Infringement	KartSport New Zealand Stewards		KartSport New Zealand Penalties
		Minimum Mandatory Penalty	Maximum Optional & Additional Penalties	
<u>L6.7</u>	<u>Failure to present engine (and controlled components) for inspection. (JoF)</u>	<p>Group F Event: <u>Exclusion from the event in the relevant class.</u></p> <p>Group E and Above Events: <u>Exclusion from the event and/or series in the relevant class and \$500 fine.</u></p>	<ul style="list-style-type: none"> • <u>Endorsement for minimum of 3 months and a maximum of 12 months.</u> • <u>Refer to KartSport New Zealand.</u> 	<u>Section B Appendix One Schedule of Limits of Authority.</u>

Implementation: 1-1-18

Reason: To stop the recent practice (at Group E events) of competitors refusing to come to tech for various reasons when they know they are wanted. There is no reason why a competitor should get out of going through tech if they are required to do so at this level of event, especially when they are in the top three for the day/event. It potentially means a competitor can use an illegal engine to upset the results of an event/series to support a team mate or for other reasons.
The exclusion on it's own hasn't been a deterrent and it isn't fair on other competitors or Officials (who have to wait around for engines to be presented and results to be published).

Rule D1.2 AGE GROUPS

Replace the respective current Rules with the following:

D1.2 AGE GROUPS: Competitors are subject to the following age limits:-

CADET AGE GROUP: Being competitors aged 6 and under 10 years. A competitor under the age of 7 years. can only hold a Club Day rated Licence.

JUNIOR RESTRICTED AGE GROUP: Being competitors aged in the calendar year of their 9th birthday and under 13 years.

JUNIOR CLUBSPORT AGE GROUP: Being competitors aged 10 and under 16 years.

JUNIOR AGE GROUP: Being competitors aged in the calendar year of their 12th birthday and under 16 years.

SENIOR AGE GROUP: Being competitors aged in the calendar year of their 15th birthday and over but subject to the rating and qualifications as entered on the competition licence. NOTE: For SuperKart karts over 150cc, competitor must be a minimum of 17 years old.

MASTERS CLASSIFICATION: Competitors in any Senior Age Group class over the age of 40 who wish to be recognised as a "Master" will use a green number plate as defined in Rule L2.9. Such competitors will compete in the Senior class of their choice (as defined in Section E) and may be recognised in a "Masters" classification if the event organisers so decide.

Implementation: 1-1-19

Reason: Sprint Age groups for Cadet, JR, Junior and Senior Licences have been aligned more closely with other countries, in particular Australia. This change will also assist competitors to more easily complete a series within a calendar year.

Rules E3.1 JUNIOR CHAMPIONSHIP CLASSES (For age limits see Section D) and

E3.1 JUNIOR CHAMPIONSHIP CLASSES (For age limits see Section D)

Replace the respective current Rules with the following:

E3.1.1 CADET ROK:

Drivers: 6 years and under 10 years. Drivers under 7 years can only hold a Club Day rated Licence.

Chassis: (Rule K3)

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

MAW: 98kg.

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

Fuel: Pump petrol (Rule L4.1)

Oil: Motul Grand Prix 2T only

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

E3.1.2 VORTEX MINI ROK

For competitors aged in the calendar year of their 9th birthday 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)

E3.1.4 JUNIOR 100cc YAMAHA

For competitors aged in the calendar year of their 12th birthday and under 16 years.

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

Clutch Optional (Rule M2)

MAW: 133kg.

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

E3.1.6 125cc ROTAX MAX JUNIOR

For competitors aged in the calendar year of their 12th birthday and under 16 years.

Eligible Engine: Rotax FR125 Max Junior (Rule N14)

MAW 145kg

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

Fuel: Pump petrol (Rule L4.1).

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

Brakes: Front wheel brakes not permitted.

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

E4.1 JUNIOR NON CHAMPIONSHIP CLASSES (For age limits see Section D)

E4.1.1 FORMULA JUNIOR

For competitors aged in the calendar year of their 12th birthday and under 16 years.

Eligible engines:

Any stock, purpose built kart engine up to 125cc Non gearbox and fitted with an engine clutch to the manufacturer's specifications. No power valves permitted.

Approved engines are:

Rotax FR125 Max Junior (Rule N14)

MAW: 145kg

Clutch: Obligatory. (Rule M2) Original as supplied with engine.

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

E4.1.2 JUNIOR CLUBSPORT 120

For competitors aged in the calendar year of their 12th birthday and under 16 years. Drivers with a Junior ClubSport Licence, minimum age 10 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.

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.

E4.1.3 CADET RAKET

Drivers: 6 years and under 10 years. Drivers under 7 years can only hold a Club Day Licence.

Chassis: (Rule K3)

Eligible engine: Raket 85 to KartSport New Zealand specs. (Rule N11)

MAW: 88kg.

Clutch: Obligatory. Must be original Radne clutch (Rule M2)

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

Club Day only competition.

E4.1.4 JUNIOR CLUBSPORT LO206

For competitors aged in the calendar year of their 12th birthday and under 16 years. Drivers with a Junior ClubSport Licence, minimum age 10 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.

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: 1-1-19

Reason: Sprint Age groups for Cadet, JR, Junior ClubSport, Junior and Senior Licences have been aligned more closely with other countries, in particular Australia. This change will also assist competitors to more easily complete a series within a calendar year.

Rule E4.2.6 KZ2 RESTRICTED

Replace the current Rule with the following:

E4.2.6 KZ4

Maximum Licence rating 'Tier 2' unless over 30 years of age.

For Rounds of the ProKart Series only.

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

Carburettor components limited to: #50 throttle valve, K8 mixture needle, DQ 265 main spray nozzle, CD1 idle diffuser, #50 idle jet, #150 or #155 high speed jet, #300 needle valve

A spec rear axle must be used. Axle must be marked "Prokart".

Carbon fibre hubs prohibited.

MAW: 186 kg.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

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

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.

Implementation: 1-1-18

Reason: Name change request from the ProKart Series promoter. Previously specified inlet silencer deleted as no longer commercially available.

Rules G1.3 IT IS THE COMPETITORS RESPONSIBILITY and G1.5 SCRUTINEERING, GEAR CHECK and DOCUMENTATION

Replace the respective current Rules 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 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.

To ensure that all bar coded seals are applied to the engine, chassis and any other controlled items as required by the Technical Officers or the Supplementary Rules of the event.

It is the competitor's responsibility to ensure these bar coded seals are fitted correctly, remain legible, undamaged and fitted at all times during the event.

Once issued by the Technical Officers these seals must be fitted by the competitor prior to entering the controlled Out Grid area either before their first Heat or the first time they present their kart for Qualifying depending on the event format. Or fitted at a time and place as stated in the Supplementary Rules or as instructed by a Technical Officer.

Karts must be presented immediately to the bar code scanning area to have these bar codes recorded before entering the Out Grid. Bar code scanning may commence before or as soon as the last kart has left the Out Grid from the previous race. The scanning of these components may also take place before exiting the scales area or any other designated area.

Ensure that all sealing/markings as required to the engine including any other controlled items and tyres is/are applied before leaving the scales/secure area where such sealing/markings 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).

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 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: 1-1-18

Reason: To update our surrender rules and bring them into line with other countries. Allow bar coded engine and chassis seals to be used and recorded when required. An instruction sheet with photos will be produced to show competitors how to fit the chassis and engine bar coded wire seals when required, also info for the TO's using the system. We will start off using the system at our hosted events with a long term goal of using it at all events where tech is required. At events where the bar code system isn't used paint and marker pens will still be used to seal and i/d the engines in the same places as where there bar coded seals would be fitted.

Rule J2.7.1 OUT GRID PROCEDURE SPRINT **Replace the current Rule with the following:**

J2.7.1 SPRINT: The field of karts must form on the Out Grid in their allocated grid positions. At events where engine and tyre bar code scanning is used each competitor is only permitted one person with them on the Out Grid and this person must leave the Out Grid area once the last kart has gone out the gate. There will be no spectator access to, or spectating from, the Out Grid.

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

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

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

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

Implementation: 1-1-18

Reason: To updated our surrender rules and bring them into line with other countries. Allow bar coded engine and chassis seals to be used and recorded when required. An instruction sheet with photos will be produced to show competitors how to fit the chassis and engine bar coded wire seals when required, also info for the TO's using the system. We will start off using the system at our hosted events with a long term goal of using it at all events where tech is required.
At events where the bar code system isn't used paint and marker pens will still be used to seal and i/d the engines in the same places as where there bar coded seals would be fitted.
Clarification regarding items permitted on the Out Grid.

Rule L2.2 Number Plates

Replace the current Rule with the following:

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

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

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

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

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

Yellow plates and the letters **PK, GS, MN, RM, RC** or **TH** may be used by the ProKart, Goldstar, Mainland, NZRMC and Top Half previous year's series winners respectively in the class he/she has won the series.

Implementation: 1-1-18

Reason: Request from a Series promoter to help enhance recognition of series winners.

Rule L5 INTAKE SILENCER: (Air box)

Replace the current Rule with the following:

L5 INTAKE SILENCER: (Air box)

A KartSport New Zealand approved intake silencer is compulsory on ALL engines at all times. The only exceptions are:

- Raket 85 engine (refer Rule N11.9).
- Vortex Kiwi Mini Rok engine (refer Rule N10.6).
- Rotax FR125 Max and Rotax FR125 Junior Max engines (refer Rules N12.4 and N14.4 respectively).
- SuperKart National 250 class, National 125 class and International class engines.
- Unmodified and modified Rotax FR125 Max and FR 125 Junior Max engines, when used in the Open class, are permitted to use an intake silencer as specified in Rule N12.4.
- Rotax DD2 engine, when used in the Open class, using the following Rotax intake silencer components specified in Rule N16.4.
- Following Open class engines only:
 - Up to 250cc Four Stroke Wankel Engines
 - Gearbox engines over 150cc and up to 250cc

The Intake Silencer must remain securely fastened to the carburettor and/or air filter adaptor at all times. No repairs are permitted to intake silencers. All baffle tubes to be tight and secure.

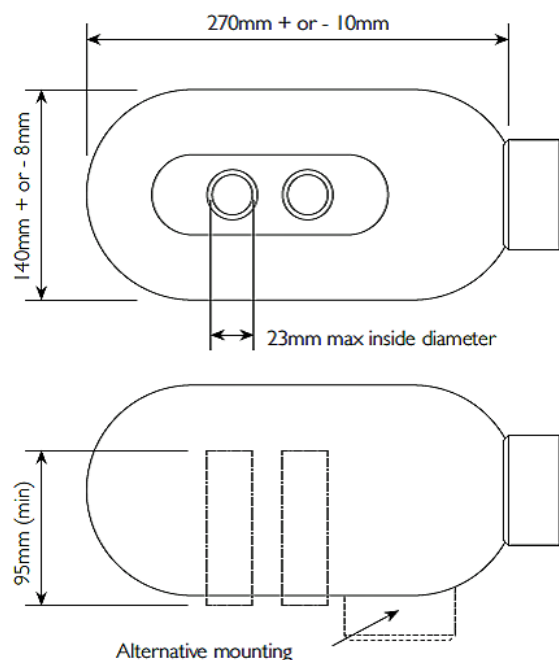
NOTE: For Restricted Class carburettor adaptor plates refer Rule N1.25 and N10.7.

Option A

(As per drawing.)

Unless otherwise specified no modifications other than the addition of air filtration material, the drilling of a drain hole (8 mm max.) and the drilling of mounting holes in the extruded flange on the side of the intake silencer (note: these holes must not penetrate the main chamber of the silencer) are permitted.

The unused portion of the rubber silencer mounting nozzle may be removed. It is permissible to externally block one baffle tube. This may only be achieved by the use of a permanent device to be placed within the top of one baffle tube. (Note adhesive tape of any kind is not an acceptable method) The blockage device must be securely fixed in place and cannot be adjustable or variable in anyway and must completely block the whole baffle tube.



If fitted, dirt or rain deflectors must be made of plastic and the opening must be rearward facing at all times. Adhesive tape is not permitted to be used on an airbox for any purpose whatsoever, including the fitting of dirt or rain deflectors. The Intake Silencer must be manufactured from a flexible non splinterable plastic (no metal).

Intake air may only enter by way of the baffle tubes (and drain hole on Option A intake silencers). It is permitted to seal the baffle tubes in place.

LEAK TESTING: Intake air may only enter by way of the baffle tubes (and drain hole on Option A and Vortex Kiwi Mini ROK intake silencers). It is permitted to seal the baffle tubes in place.

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
- 100cc Yamaha
- 100cc Yamaha Light
- 100cc Yamaha Heavy
- Formula Junior

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

- KZ2
- KZ2 Masters
- KZ4
- Open

Implementation: 1-1-18

Reason: The previously specified inlet silencer for KZ4 has been deleted as it is no longer commercially available.

Rule L6.7

Replace the current Rule with the following:

L6.7 It is the competitor's responsibility to determine whether or not he/she is required to present an engine(s) (and controlled components) for technical inspection and his/her responsibility to provide the tools necessary for dismantling the engine (and controlled components) for inspection. Technical Inspection may be carried out at any time including: on the Out Grid prior to the commencement of competition, following each time trial and race and at the conclusion of racing. Any competitor's engine (and controlled components) required for Technical Inspection at the end of the event and notified by a class and number displayed on a board at or near the Tech Shed or any other such place as advised at Drivers Briefing, and not presented on the day and at the set time for inspection will, at the conclusion of all technical inspection be reported via a Judge of Fact report to the Stewards of the event and the competitor will be excluded from all results with further penalties applying as per Rule C9.4. Such rulings will be made by the Stewards of the event without any further notification to the competitor nor any hearing. Only one representative per entry is to be present at Technical Inspection.

Implementation: 1-1-18

Reason: To stop the recent practice (at Group E events) of competitors refusing to come to tech for various reasons when they know they are wanted. There is no reason why a competitor should get out of going through tech if they are required to do so at this level of event, especially when they are in the top three for the day/event. It potentially means a competitor can use an illegal engine to upset the results of an event/series to support a team mate or for other reasons.
The exclusion on it's own hasn't been a deterrent and it isn't fair on other competitors or Officials (who have to wait around for engines to be presented and results to be published).

Rule L8 CHANGE OF ENGINE, CARBURETTOR & EXHAUST SYSTEM

Replace the current Rule with the following:

L8 CHANGE OF ENGINE

L8.1.1 The following classes are permitted to use a maximum of two engines at any one event:

- All Yamaha KT100 classes
- Cadet Raket
- Cadet ROK
- Vortex Mini ROK
- All Raket 120 classes
- All FR125 Rotax Max classes
- Formula Junior
- All Briggs LO206 classes

L8.1.2 All other classes can use either one of the following two options at any one event, but not both options.

Option A: Break seals under the supervision of the Technical Officer and replace damaged parts with parts of the same like. Any part may only be replaced once during an event (eg a head gasket) with the exception of reed valve petals which may be changed as required.

Option B: One spare engine as per Rule L8.1.1.

L8.1.3 The definition of the word "engine" as stated in Rules L8.1.1 and L8.1.2 is the complete engine as supplied by the manufacturer minus the radiator, starter motor, wiring loom, airbox, carburettor, ignition coil, ecu, rev limiter, exhaust pipe and silencer.

Except for the following classes with the ignition system mounted under an OEM engine cover, the "engine" includes the ignition system as supplied by the manufacturer.

- All Yamaha KT100 classes
- Cadet Raket
- All Raket 120 classes
- All Briggs LO206 classes

Any engine that is to be changed is to be surrendered to the Technical Officer, prior to the use of the second engine, until after technical inspection has been completed. (NOTE: Different rules apply to some classes at the CIK Trophy of New Zealand event. See event Supplementary Rules).

Implementation: 1-1-18

Reason: To updated our surrender rules and bring them into line with other countries. Allow bar coded engine and chassis seals to be used and recorded when required. An instruction sheet with photos will be produced to show competitors how to fit the chassis and engine bar coded wire seals when required, also info for the TO's using the system. We will start off using the system at our hosted events with a long term goal of using it at all events where tech is required. At events where the bar code system isn't used paint and marker pens will still be used to seal and i/d the engines in the same places as where there bar coded seals would be fitted.

Rule L8.2 SEALS ARE NOT TO BE BROKEN BEFORE THE COMPLETION OF TECHNICAL INSPECTION EXCEPT UNDER THE SUPERVISION OF THE TECHNICAL OFFICER.

Replace the current Rule with the following:

L8.2 SEALS ARE NOT TO BE BROKEN BEFORE THE COMPLETION OF TECHNICAL INSPECTION EXCEPT UNDER THE SUPERVISION OF THE TECHNICAL OFFICER.

Seals can only be broken under the above supervision to inspect parts for damage and no parts are to be replaced or altered. Parts can only be replaced in those classes complying with Rule 8.1.2 under supervision of a Technical Officer.

Exceptions:

- In FR125 Rotax Max and Rotax DD2 classes the reed block may be removed under supervision of a Technical Officer for inspection of the reeds and damaged reeds can be replaced. The damaged reeds may be checked for compliance with the engine rules.
- In all Reed Valve Engines with spec reeds, reeds are able to be changed, under supervision, but only with reeds of the same type and thickness +or- 0.051 mm (0.002”).

Implementation: 1-1-18

Reason: To updated our surrender rules and bring them into line with other countries. Allow bar coded engine and chassis seals to be used and recorded when required. An instruction sheet with photos will be produced to show competitors how to fit the chassis and engine bar coded wire seals when required, also info for the TO's using the system. We will start off using the system at our hosted events with a long term goal of using it at all events where tech is required.
At events where the bar code system isn't used paint and marker pens will still be used to seal and i/d the engines in the same places as where there bar coded seals would be fitted.

Rule L8.3 TECHNICAL INSPECTION OF CONTROLLED COMPONENTS

Replace the current Rule with the following:

L8.3 TECHNICAL INSPECTION OF COMPONENTS: The engine and any other controlled items may be sealed with bar coded seals, sealed or marked as required by the Technical Officers or their appointee(s) at each event. At any time during an event where it is requested or necessary, an engine (including all auxiliaries), carburettor, intake silencer, exhaust and any other controlled items may be stripped for technical inspection. The minimum penalty for any infringement found during technical inspection will be determined by rule C9.4. The competitor's Competition Licence must be presented at any technical inspection. It is the responsibility of the competitor or his/her appointee to provide the competitor's competition licence and strip the controlled components when and where advised by the Technical Officer or Chief Steward/Clerk of the Course and be present while such technical inspection is carried out. No part of the engine (including all auxiliaries), carburettor, intake silencer, exhaust or any other controlled component is to be disassembled, removed or altered prior to this instruction. The driver or appointee **MUST** have on his/her person the required tools to strip the controlled components to the requirements of the Technical Officer. It is not KartSport New Zealand's responsibility to supply tools for stripping controlled components.

Karts (as raced) may be impounded at any stage during an event for technical inspections, and shall not be removed until instructed by an appropriate official.

If the technical inspection is as the result of a competitor protest and is of an invasive nature and requires disassembly of sealed components, the inspection will be carried out at the conclusion of racing.

Implementation: 1-1-18

Reason: To updated our surrender rules and bring them into line with other countries. Allow bar coded engine and chassis seals to be used and recorded when required. An instruction sheet with photos will be produced to show competitors how to fit the chassis and engine bar coded wire seals when required, also info for the TO's using the system. We will start off using the system at our hosted events with a long term goal of using it at all events where tech is required.
At events where the bar code system isn't used paint and marker pens will still be used to seal and i/d the engines in the same places as where there bar coded seals would be fitted.

Rules L8.4 CHANGE OF BARE CHASSIS and L8.5 CHANGE OF ENGINE
Replace the respective current Rules with the following:

L8.4 CHANGE OF BARE CHASSIS: Once the competitor's first Qualifying Time Trial or Race at an event has been started, a bare chassis can only be changed if the original is deemed unusable by the Chief Technical Officer or the Chief Steward of the event.
The damaged bare chassis is to be surrendered to the Technical Officer until after technical inspection and a Receipt for Surrendered or Impounded Item is issued.

L8.5 CHANGE OF ENGINE OR TYRES: If a competitor has to change an engine, any other controlled items or a tyre(s) during competition, the onus is on the competitor to check with the Technical Officer to whom he/she will surrender the defective article. It is the competitor's responsibility to collect items so surrendered at the end of the day's competition. KartSport New Zealand takes no responsibility for articles surrendered and not collected after the Technical Officers have completed their duties on that day.

Implementation: 1-1-18

Reason: To updated our surrender rules and bring them into line with other countries. Allow bar coded engine and chassis seals to be used and recorded when required. An instruction sheet with photos will be produced to show competitors how to fit the chassis and engine bar coded wire seals when required, also info for the TO's using the system. We will start off using the system at our hosted events with a long term goal of using it at all events where tech is required.
At events where the bar code system isn't used paint and marker pens will still be used to seal and i/d the engines in the same places as where there bar coded seals would be fitted.

Rule L9 CHANGE OF INTAKE SILENCER (Air Box)
Delete this Rule.

Implementation: 1-1-18

Reason: Now covered by Rules above.

Rule N3 GENERAL CONDUCT OF KZ2

Replace the respective current Rules with the following:

N3 GENERAL CONDUCT OF KZ2

N3.1 These classes will be conducted in accordance with the CIK Technical Regulations unless otherwise stated. Engines must be CIK homologated single cylinder series production air/water cooled engines complying with the specifications of the CIK Regulations unless otherwise specified. Where required by class specifications it is the competitor's responsibility to supply the appropriate legible printed A4 copies of the CIK Homologation Forms. Chassis will be either CIK homologated, or, if not homologated it will be as per the KartSport New Zealand Competition (Rule K1).

N3.2 CIK Trophy of New Zealand

Engines of different brands of the CIK Engine Homologation may be entered to a maximum of two engines.

N3.3 All Other Domestic Events

Engines of different brands may be entered to a maximum of two engines.

Implementation: 1-1-18

Reason: So the TO's can read and interpret the homologation forms There has been a trend to produce homologation forms on phones which are too small to read. (PDF copies can be requested by contacting the KartSport New Zealand Office.) The removal of carburettors from Rules N3.2 and N3.3 to align with our new surrender rules.

Rule N4.7 INLET SILENCER N6.11 EXHAUST and N6.13 EXHAUST SILENCER:

Replace the respective current Rules with the following:

N4.7 INLET SILENCER: An inlet silencer currently or previously homologated by the CIK-FIA is mandatory (NOTE: deleted CIK-FIA homologation 27/SA/24 is permitted for competition in New Zealand until 31 December 2024). An internal air filter is compulsory in CIK homologated silencers. For KZ2 ducts of 30 mm maximum. It is permitted to trim the internal portion of the rubber connector on CIK homologated inlet silencers. Variable volume air boxes are forbidden. It is the competitor's responsibility to supply legible printed A4 copies of the Homologation Form for the intake silencer.

N6.11 EXHAUST: Homologated (see Supplement to Homologation Form). The magnetic steel sheet metal thickness must be 0.75mm minimum. It is the competitor's responsibility to supply legible printed A4 copies of the Homologation Form for the exhaust.

N6.13 EXHAUST SILENCER: An Exhaust Silencer homologated by the CIK-FIA must be used and fitted in accordance with CIK-FIA regulations/drawings. All components must be present and in sound condition. It is the competitor's responsibility to supply legible printed A4 copies of the Homologation Form for the Exhaust Silencer.

Implementation: 1-1-18

Reason: So the TO's can read and interpret the homologation forms There has been a trend to produce homologation forms on phones which are too small to read. (PDF copies can be requested by contacting the KartSport New Zealand Office.)

Rules P1.3 Time Trials NZ Sprint Championships

Replace the current Rule with the following:

P1.3 TIME TRIALS:

Option 1: Two 5-minute sessions. Competitors may choose either or both Time Trial sessions to qualify in.

Option 2: One 8-minute session.

If not previously sealed/marked, competitor's tyres, chassis and engine(s) will be marked at the end of the first Time Trial contested. 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 Trials.

For Option 1 a minimum of 30 minutes gap must be allowed between the start of each Time Trial. The timing and length of Time Trials 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 5 or 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 sessions. 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, NS** or other lettered plates plates will be placed at the beginning of the confirmed entry list respectively. Competitors may only qualify in their respective Group Time Trial sessions. Changing Group is not permitted.

The list of qualifiers will be established by combining the results of both 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 Trials 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.

Implementation: 1-1-18

Reason: Request from a Series promoter to help enhance recognition of series winners. To provide time on Day 1 of Option 2 for Official Practice prior to Time Trials (means a competitor can arrive on the morning of Day 1, get two practice runs before qualifying) plus enable documentation and tyre distribution to be completed on morning of Day 1 thus meaning Officials are not required until morning of Day 1. Added flexibility for some Pre Finals to be run on Day 3.

Rule P1.13 ENTRY FEE NZ Sprint Championships

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.

An Ambulance Fee, Security, Tyre and Fuel Testing Levy and Competitions 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: **1-1-18**

Reason: Competitors, stakeholders and authorities are rightfully requiring from the sport increased professionalism, increased compliance, increased training, and increased risk management. To meet that demand KartSport has spearheaded the next stage of its strategic growth and development with the introduction of a remunerated role to manage all aspects of *competition*.

The *Competitions Manager* role will be a full-time position incorporating the duties of the National Steward and will also combine the sports increasing responsibility for risk management.

The new role is also charged with delivering on strategic and operational leadership/training to ensure KartSport delivers an outstanding experience and return on investment for competitors, race officials, technical officers in meeting all current and future potential. With effectively a staff of volunteers exceeding 130 and over 200 plus events per annum this is a challenging role and one the entire sport will reap real benefit.

This position will be partly funded by a new *Development Levy* on all competitor entries and will be set at \$10.00 for group F (Club days) and \$30.00 for group A-E meeting effective 01 January 2018.

Rule P1.14 CLASSES FOR NATIONAL SPRINT KART CHAMPIONSHIPS and P1.16 PROGRAMME

Replace the respective current Rules with the following:

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

Official Practice

Time Trials, Repechage (if required) All classes.

Day 2

Heats 1 and 2 All classes and Pre-Finals (subject to time table).

Day 3

Any carry over Pre Finals

Finals. All classes

P1.16 PROGRAMME

OPTION 1

Day 1 Confirmation of entry and tyre distribution.

Check Supplementary Rules for official time period. Often the previous day.

Scrutineering for morning classes

Morning:

Optional 4 minute Tuning Run for Saturday classes. (Transponders must be fitted to karts prior to Tuning Run).

Time Trials for Saturday classes on unused "green" dry tyres unless wet tyres fitted.

Repechage Races for Saturday classes (if required)

Afternoon:

Scrutineering for afternoon classes

Optional 4 minute Tuning Run for Sunday classes. (Transponders must be fitted to karts prior to Tuning Run).

Time Trials for Sunday classes on unused "green" dry tyres unless wet tyres fitted.

Repechage Races for Sunday classes (if required)

Day 2

Optional 4 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 4 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 tyre distribution. (Check Supplementary Rules for official time period. Maybe the previous day).

Scrutineering for all classes.

Official Practice (2 x 10 minutes). (Transponders must be fitted to karts prior to Official Practice).

Time Trials, All classes on unused "green" dry tyres unless wet tyres fitted.

Repechages (if required)

Day 2

Optional 4 minute Tuning Run. (Transponders must be fitted to karts prior to Tuning Run).

Heats 1 and 2 All classes and Pre-Finals (subject to time table).

Day 3

Optional 4 minute Tuning Run. (Transponders must be fitted to karts prior to Tuning Run).

Any carry over Pre Finals

Finals. All classes

Podium presentations after each Final (if time allows)

Prizegiving at suitable venue.

Implementation: 1-1-18

Reason: To provide time on Day 1 of Option 2 for Official Practice prior to Time Trials (means a competitor can arrive on the morning of Day 1, get two practice runs before qualifying) plus enable documentation and tyre distribution to be completed on morning of Day 1 thus meaning Officials are not required until morning of Day 1. Added flexibility for some Pre Finals to be run on Day 3.

Rule P2.8 NZ Schools Championships ENTRY FEES

Replace the current Rule with the following:

P2.8 ENTRY FEES:

\$125.00 (incl GST) per competitor per class.

\$5.00 (incl GST) per school team per section. (Team Entry fee is per Team, not per competitor.)

Note: Entry Fee includes practice on the day immediately prior to the event.

An Ambulance Fee, Security, Tyre and Fuel Testing Levy and Competitions 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: 1-1-18

Reason: Competitors, stakeholders and authorities are rightfully requiring from the sport increased professionalism, increased compliance, increased training, and increased risk management. To meet that demand KartSport has spearheaded the next stage of its strategic growth and development with the introduction of a remunerated role to manage all aspects of *competition*.

The *Competitions Manager* role will be a full-time position incorporating the duties of the National Steward and will also combine the sports increasing responsibility for risk management.

The new role is also charged with delivering on strategic and operational leadership/training to ensure KartSport delivers an outstanding experience and return on investment for competitors, race officials, technical officers in meeting all current and future potential. With effectively a staff of volunteers exceeding 130 and over 200 plus events per annum this is a challenging role and one the entire sport will reap real benefit.

This position will be partly funded by a new *Development Levy* on all competitor entries and will be set at \$10.00 for group F (Club days) and \$30.00 for group A-E meeting effective 01 January 2018.

Rules P3.3, P3.4 and P3.10 CIK Trophy of NZ

Replace the respective current Rules with the following:

P3.3 SUPPORT CLASSES (Challenge Cup): There is provision to include support classes (minimum "Tier 1" rated drivers only) to the event programme. This will be at the discretion of the National Steward.

Classes can be selected from the following list:

Cadet ROK, Vortex Mini ROK, Junior 100cc Yamaha, 125cc Rotax Max Junior, 100cc Yamaha, 125cc Rotax Max Light and 125cc Rotax Max Heavy, KZ2 Masters, Open.

The Challenge Cup titles will be decided by:

Time Trial: One 8 minute session. (See P3.4 below).

Qualifying Heats 7 km + or - 0.5km.

3 Heats gridded fastest qualifier to the front.

Points 0 points for 1st, 2 points for 2nd, 3 points for 3rd etc.

Pre-Final 11km + or - 0.5km.

Gridded lowest points to the front. Points are dropped.

Final 15km + or - 0.5km.

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 who started the Pre-Final (Refer P3.7 ref Exclusion) and in the same relative order as for the Pre-Final grid. The winner of the Final is the Challenge Cup provisional winner (subject to Technical Inspection and fuel and tyre testing if applicable).

P3.4 THE CIK TROPHY NZ TITLES WILL BE DECIDED BY:

Time Trial, 3 Qualifying Heats, Pre-Final, Final

Time Trial: One 8-minute session.

If not previously sealed/marked, competitor's tyres, chassis and engine(s) will be marked at the end of the Time Trial. Any kart which crosses the line of the Dummy 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 Trials. 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 exceed the track limit the field will be divided into two equal sized groups (Group 1 and Group 2) for the Time Trial sessions. Groups will be established by placing the driver 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, NS** or other authorised lettered plates will be placed at the beginning of the confirmed entry list respectively. Competitors may only qualify in their respective Group Time Trial sessions. Changing Group is not permitted.

The list of qualifiers will be established by combining the results of both 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 P3.8. 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 Trials 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.

Qualifying Heats 10 km + or - 0.5km
3 Heats gridded fastest qualifier to the front.
Points 0 points for 1st, 2 points for 2nd, 3 points for 3rd etc.

Pre-Final 18km + or - 0.5km.
Gridded lowest points to the front. Points are dropped.

Final 24km + or - 0.5km.
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 who started the Pre-Final (Refer P3.7 ref Exclusion) and in the same relative order as for the Pre-Final grid. The winner of the Final is the Championship provisional winner (subject to Technical Inspection and fuel and tyre testing if applicable).

P3.10 ENTRY FEE

CIK Trophy of NZ Classes: \$155.00 (incl GST) per class.

Note: Entry Fee includes practice on the day immediately prior to the event.

An Ambulance Fee, Security, Tyre and Fuel Testing Levy and Competitions Levy, if applicable, are in addition to this fee.

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

(6x6 m approx.) \$46

Challenge Cup Classes: Maximum of \$125.00 (incl GST) per class.

Note: Entry Fee includes practice on the day immediately prior to the event.

An Ambulance Fee, Security, Tyre and Fuel Testing Levy and Competitions 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: 1-1-18

Reason: Change to 1x 8 minute Time Trial as per international and other domestic events.
Request from a Series promoter to help enhance recognition of series winners.
To update our surrender rules and bring them into line with other countries.
Competitors, stakeholders and authorities are rightfully requiring from the sport increased professionalism, increased compliance, increased training, and increased risk management. To meet that demand KartSport has spearheaded the next stage of its strategic growth and development with the introduction of a remunerated role to manage all aspects of *competition*.
The *Competitions Manager* role will be a full-time position incorporating the duties of the National Steward and will also combine the sports increasing responsibility for risk management.
The new role is also charged with delivering on strategic and operational leadership/training to ensure KartSport delivers an outstanding experience and return on investment for competitors, race officials, technical officers in meeting all current and future potential. With effectively a staff of volunteers exceeding 130 and over 200 plus events per annum this is a challenging role and one the entire sport will reap real benefit.
This position will be partly funded by a new *Development Levy* on all competitor entries and will be set at \$10.00 for group F (Club days) and \$30.00 for group A-E meeting effective 01 January 2018.

Rule P4.3 SUPERKART CHAMPIONSHIPS and GRAND PRIX Time Trials

Replace the respective current Rules with the following:

P4.3 TIME TRIAL: The timing and length of Time Trials will be managed by the Official Timekeeper. One 12 minute session. 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 12 minute period will have their final lap recorded. Competitor's tyres chassis and engine(s) will be marked/sealed at the end of the Time Trial contested. Karts must enter the Pit Shute from the track end in order to have this marking/sealing applied by Officials. No pitting or outside assistance during the Time Trial. The Time Trial results will determine the grids for the first Heat of the SuperKart Championship and the Grand Prix.

Implementation: 1-1-18

Reason: To update our surrender rules and bring them into line with other countries. Allow bar coded engine and chassis seals to be used and recorded when required. An instruction sheet with photos will be produced to show competitors how to fit the chassis and engine bar coded wire seals when required, also info for the TO's using the system. We will start off using the system at our hosted events with a long term goal of using it at all events where tech is required.
At events where the bar code system isn't used paint and marker pens will still be used to seal and i/d the engines in the same places as where there bar coded seals would be fitted.

Rule P4.10 ENTRY FEE SUPERKART CHAMPIONSHIPS and GRAND PRIX

Replace the respective current Rules with the following:

P4.10 ENTRY FEE

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

SuperKart Championships: \$250.00 (incl GST) per class. This is the entry fee for the NZ SuperKart Championships and is the maximum entry fee that can be charged for Island SuperKart championships. An Ambulance Fee, Security, Tyre and Fuel Testing Levy, Competitions Levy and track H&S 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: 1-1-18

Reason: Some motor racing tracks are now charging a Health & Safety Levy. Competitors, stakeholders and authorities are rightfully requiring from the sport increased professionalism, increased compliance, increased training, and increased risk management. To meet that demand KartSport has spearheaded the next stage of its strategic growth and development with the introduction of a remunerated role to manage all aspects of *competition*.
The *Competitions Manager* role will be a full-time position incorporating the duties of the National Steward and will also combine the sports increasing responsibility for risk management.
The new role is also charged with delivering on strategic and operational leadership/training to ensure KartSport delivers an outstanding experience and return on investment for competitors, race officials, technical officers in meeting all current and future potential. With effectively a staff of volunteers exceeding 130 and over 200 plus events per annum this is a challenging role and one the entire sport will reap real benefit.
This position will be partly funded by a new *Development Levy* on all competitor entries and will be set at \$10.00 for group F (Club days) and \$30.00 for group A-E meeting effective 01 January 2018.

Rule P6 ISLAND SPRINT CHAMPIONSHIPS

Replace the respective current Rules with the following:

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.

- 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 Pre-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) 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, NS** or other authorised lettered 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.

P6.7 FINAL: 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 who started the Pre-Final (Refer P3.7 ref Exclusion) and in the same relative order as for the Pre-Final grid. The winner of the Final is the Championship provisional winner (subject to Technical Inspection and fuel and tyre testing if applicable).

P6.13 ENTRY FEE:

Island Sprint Championships: \$128 (incl GST) per class. (all retained by host Club)
An Ambulance Fee, Security, Tyre and Fuel Testing Levy and Competitions 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:

For Programme Option 1

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

P6.16 PROGRAMME

OPTION 1

Each Day

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

Scrutineering for all classes

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

Time Trials on unused "green" dry tyres unless wet tyres fitted.

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

DAY 1

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

Scrutineering for all classes

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

Time Trials on unused "green" dry tyres unless wet tyres fitted.

Repechage(s) (if required)

Heats

DAY 2

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

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.

Implementation: 1-1-18

Reason: Feedback from respective post 2017 Island Sprint event surveys. SI preference for 2-day format, NI preference for all finals on day 2 format.
Request from a Series promoter to help enhance recognition of series winners.
To update our surrender rules and bring them into line with other countries.
Competitors, stakeholders and authorities are rightfully requiring from the sport increased professionalism, increased compliance, increased training, and increased risk management. To meet that demand KartSport has spearheaded the next stage of its strategic growth and development with the introduction of a remunerated role to manage all aspects of *competition*.
The *Competitions Manager* role will be a full-time position incorporating the duties of the National Steward and will also combine the sports increasing responsibility for risk management.
The new role is also charged with delivering on strategic and operational leadership/training to ensure KartSport delivers an outstanding experience and return on investment for competitors, race officials, technical officers in meeting all current and future potential. With effectively a staff of volunteers exceeding 130 and over 200 plus events per annum this is a challenging role and one the entire sport will reap real benefit.
This position will be partly funded by a new *Development Levy* on all competitor entries and will be set at \$10.00 for group F (Club days) and \$30.00 for group A-E meeting effective 01 January 2018.

Rule Q5.1 OFFICIAL PRACTICE, TUNING RUNS, PRACTICE AND TRACK AVAILABLE FOR TESTING GENERAL:

Replace the current Rule with the following:

Q5.1 GENERAL:

Drivers must be correctly clothed at all times. (Rule G3.2)

The following class groupings are the only class groupings permitted:

- Cadet Raket and Cadet ROK may run together.
- Vortex Mini ROK must run alone.
- Junior ClubSport LO206, Junior ClubSport 120, Junior 100cc Yamaha, Formula Junior and 125 Rotax Max Junior may run together.
- All Senior classes may run together.

At all times drivers must meet the age limits, as per Rule E3, for the class of kart being driven.

- Karts must travel around the circuit in the same direction.
- Karts must leave and enter the pit area via the correct exit and entry.
- Karts must not be driven in or through the pit area.
- Karts must not be worked on at the circuit edge.
- Karts must be pulled well clear of the circuit if a break down occurs.
- Karts may only be refuelled in the pit area. Refuelling is NOT permitted on the Out Grid nor any area of the circuit.

Implementation: 1-1-18

Reason: To enable Clubs to run these Junior classes together when field sizes are small.

Rule Q5.2 OFFICIAL PRACTICE

Replace the current Rule with the following:

Q5.2 OFFICIAL PRACTICE: Responsibility for management of the rules rests with KartSport New Zealand officials in attendance.

- All Flag Marshalls (R3.17) and First Aid personnel (Q6) must be in attendance.
- On track activity will be controlled by the Race Director.
- Out Grid must be Pit Marshal controlled.
- Karts may be randomly scrutineered at the end of their respective practice sessions.
- Karts must have 4 number plates with numbers. (Rule L2).
- Transponders must be fitted and working.
- Practice will be in timed sessions or laps for each class.

Implementation: 1-1-18

Reason: To add flexibility to Championship event programmes.

Rule S1.4 NATIONAL 250

Replace the current Rule with the following:

S1.4 NATIONAL 250

Minimum Age: 17 years old.

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

Carburettor: Single carburettor, venturi size and shape open.

MAW: International SuperKart chassis: 215kg

Sprint chassis: 205kg

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

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

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

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

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

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

Brakes (Rule S3.8)

Bodywork: (Rule S3.4.2)

Implementation: 1-1-18

Reason: Minimum age alignment with other countries.

Rule S1.5 INTERNATIONAL

Replace the respective current Rules with the following:

S1.5 INTERNATIONAL

Minimum Age: 17 years old.

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

MAW: 220kg

Chassis: International SuperKart chassis (Rule S3)

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

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

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

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

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

Brakes (Rule S3.8.1)

Bodywork: (Rule S3.4.2)

Implementation: 1-1-18

Reason: Minimum age alignment with other countries.

Rule T2 FEES AND LEVIES

Replace the respective current Rules 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
<u>Competitions Levy</u>	
<u>Group A to E Events</u>	<u>\$30 per entry</u>
<u>Group F Events</u>	<u>\$10 per entry</u>
KartSport New Zealand Competition Licence Fees	
First Member	\$210
Additional Member	\$157

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	
X2 transponder lease (1 and 2 year)	Contact Office for current prices.	
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: 1-1-18

Reason: Competitors, stakeholders and authorities are rightfully requiring from the sport increased professionalism, increased compliance, increased training, and increased risk management. To meet that demand KartSport has spearheaded the next stage of its strategic growth and development with the introduction of a remunerated role to manage all aspects of *competition*.

The *Competitions Manager* role will be a full-time position incorporating the duties of the National Steward and will also combine the sports increasing responsibility for risk management.

The new role is also charged with delivering on strategic and operational leadership/training to ensure KartSport delivers an outstanding experience and return on investment for competitors, race officials, technical officers in meeting all current and future potential. With effectively a staff of volunteers exceeding 130 and over 200 plus events per annum this is a challenging role and one the entire sport will reap real benefit.

This position will be partly funded by a new *Development Levy* on all competitor entries and will be set at \$10.00 for group F (Club days) and \$30.00 for group A-E meeting effective 01 January 2018.