Rule Changes from the Executive

Issue #2018-1 Published 9-3-18

Updates underlined:

Rule E3.1.5
Replace the current Rule with the following:

E3.1.5 VORTEX ROK DVS JUNIOR
Drivers 12 years and under 17 years
Eligible Engine: Vortex ROK DVS (Rule N2)
MAW 140kg
Fuel: Pump petrol (Rule L4.1).
Tyre restricted class. (Rule L3.5)
Brakes: Front wheel brakes not permitted.
No carbon fibre/kevlar nor composite materials are permitted except for seat and undertray.
To be run off the front of the Junior 100 Yamaha field at Championship events and classified separately.

Implementation: **1-5-18**

Reason: Confirmation of previously announced new engine introduction. Push start engine to run off the front of the Junior 100cc Yamaha field at Championship events while Junior 100cc Yamaha continues and scored separately. Can be run with (and scored separately) Rotax Max Junior at other events. Note: Rule N2 publication will follow soon.

Rule E3.2.7
Add the following New Rule:

E3.2.7 VORTEX ROK DVS
Eligible engine: Vortex ROK DVS (Rule N2)
MAW: 158kg.
Fuel: Pump petrol (Rule L4.1)
Brakes: Front wheel brakes not permitted.
Tyre restricted class. (Rule L3.5)
No carbon fibre/kevlar nor composite materials are permitted except for seat and undertray.
To be run off the front of the 100cc Yamaha field at Championship events and classified separately.

Implementation: **1-5-18**

Reason: Confirmation of previously announced new engine introduction. Push start engine to run off the front of 100cc Yamaha field at Championship events while 100cc Yamaha continues and scored separately. Can be run with (and scored separately) Rotax Max Light at other events. Note: Rule N2 publication will follow soon.

Rule J2.1 JURISDICTION
Replace the current Rule with the following:

J2.1 **JURISDICTION:** Competitors proceeding to and awaiting the start of competition are under the jurisdiction of the Clerk of the Course/Race Director and/or the Starter. Where a Starter is used, jurisdiction reverts back to the Clerk of the Course or the Race Director and Assistant Clerks of the Course once the start is given.
An infringement of Rule J2 before the start is given may be signalled by the display of the Black and White Divided Diagonally Flag to the driver together with their kart number at or near the finish line after the start. An infringement of Rule J2.8 or J2.11 may result in a Judgement of Fact by the Clerk of the Course/Race Director and/or the Starter.

Implementation: **30-3-18**

Reason: While the display of the Black and White Divided Diagonal Flag and kart number board will be endeavoured to be given, this may not always be possible.

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 (behind those that did) in the order they crossed the Start Line.

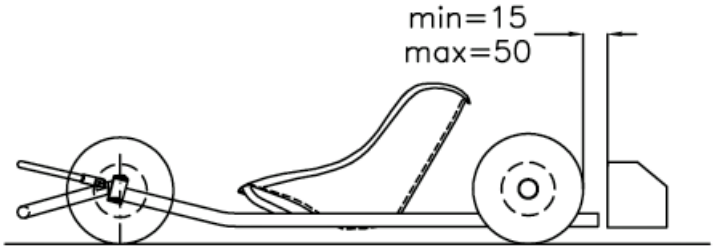
Implementation: **Immediate (clarification)**

Reason: Clarification

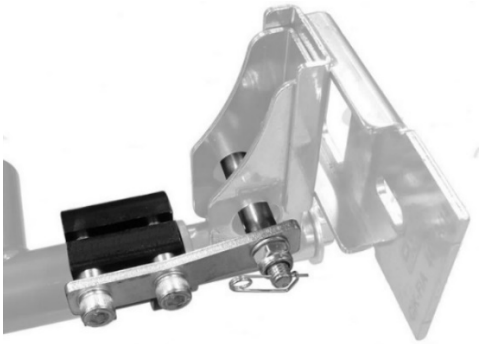
Rule K1.6 REAR BUMPER
Replace the current Rule with the following:

K1.6 **REAR BUMPER:** The fitting of a CIK homologated rear protection pod is required:

- 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 90mm max.
- The rear protection pod does not extend rearwards of the centre line of the axle by more than 400mm.
- Clearance to the rear tyre (see drawing below).

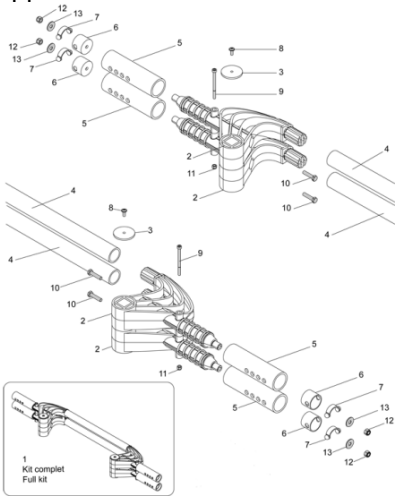


- It is recommended that a secondary restraint, with the primary purpose of securing a loose rear protection pod/fittings, is used. (see picture for example.)



It is not permitted to modify the chassis to fit the rear protection pod (chassis modification only allowed by the Manufacturer of the chassis, in the respect of the Chassis Homologation Form and of possible Extensions. (See K3.17 for Cadet chassis exception).
In all conditions, the rear protection pod must at no time protrude beyond the external plane of the rear wheels.

Rotax DD2 Classes Only: Chassis must be fitted with OEM Rotax Rear Tyre Protection system (either 2 or 3 tube options) complete with all components. (See drawing) No parts can be added or removed from original (except for adding safety wire to secure parts (2) and (4) together (optional). Rollers must be red type with covered outside, part no.570055 (See picture). Damaged/cracked parts must be replaced with new OEM parts. No plastic welding permitted. Rotax DD2 karts running in the Open class may use the Rotax Rear Tyre Protection system. Note K1.8 applies.



Implementation: **Immediate (force majeure)**

Reason: Despite the use of the correct fitting kits and rear protection pods, some competitors have had difficulty meeting the previous maximum ground clearance of 60mm. The maximum height remains under review.

Rule K3.17 Cadet REAR BUMPER
Replace the current Rule with the following:

K3.17 REAR BUMPER: As per K1.6. The fitting of a rear protection pod is required as follows:

- The rear protection pod and fittings to be CSAI or CIK-FIA homologated.
- Ground clearance: 25mm min and 90mm max.
- The rear protection pod must not extend rearwards of the centre line of the axle by more than 400mm.
- Note K1.8 applies.
- Chassis tube extensions kits may be fitted to rear of older chassis (Kiwi Kart frames prior to chassis #238) to provide sufficient clearance between the rear tyre and the rear protection pod. See Rule K1.6 drawing.

Implementation: **Immediate (force majeure)**

Reason: Despite the use of the correct fitting kits and rear protection pods, some competitors have had difficulty meeting the previous maximum ground clearance of 60mm. The maximum height remains under review.

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).
- Vortex ROK DVS engine (refer Rule N2)
- 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.

Implementation: **1-5-18**

Reason: Confirmation of previously announced new engine introduction.

Rule L8.1.1 CHANGE OF ENGINE
Replace the current Rule with the following:

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 Vortex ROK DVS classes
- All Raket 120 classes
- All FR125 Rotax Max classes
- Formula Junior
- All Briggs LO206 classes

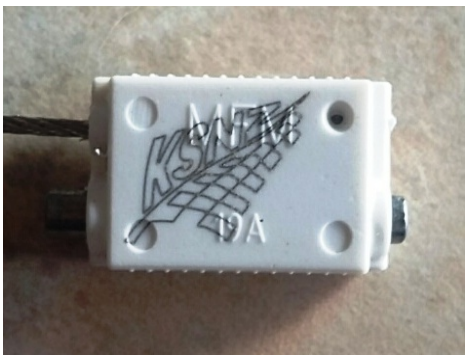
Implementation: **1-5-18**

Reason: Confirmation of previously announced new engine introduction.

New Rule L9 Engine & Chassis Sealing
Add the following new rules:

L9 ENGINE SEALING

- All engines including any second engine to be used must meet the engine sealing requirements when required by the Event Supplementary Rules.
- Sealing nuts, studs and cap screws require a drilled hole of 2mm minimum diameter to allow the fitting of the engine seal.
- The drilled holes in the extended sealing nuts when fitted must sit above the top of the cylinder head cooling fins on all air cooled engines. The two extended nuts are for the sole purpose of fitting an engine seal only and must not serve any other purpose.
- All sealing nuts and bolts must be securely fastened at all times.
- When issued it is the responsibility of the competitor/guardian to fit these seals as described and shown below or fitted as instructed to by a Technical Officer or any Event Supplementary Rules.
- The bar code must face upwards or outwards as shown in the photos. Once fitted though the nuts/bolts the wire cable must be pulled tight through the body of the seal. Cut the remaining unused wire cable leaving a short tail of approximately 10mm.



L9.1 **Cadet ROK** – 2 x Extended Cylinder Head Nuts and 1 x Extended Exhaust Manifold Nut. Insert the wire seal through the two cylinder head nuts and the single exhaust manifold nut as shown with the bar code facing upwards.

L9.2 **Vortex Mini ROK** – 2 x Extended Cylinder Head Nuts. Insert the wire seal through the two cylinder head nuts as shown with the bar code facing upwards.

L9.3 **Rotax Junior, Rotax Light, Rotax Heavy and Rotax DD2 Classes** – 2 x Cap screws and a hole through the rear barrel stud.
Insert the wire seal through the water cover, inlet manifold and barrel stud as shown with the bar code facing outwards.

L9.4 **All 100cc Yamaha Classes** – 2 x Extended Cylinder Head Nuts.
Insert the wire seal through the two cylinder head nuts as shown with the bar code facing upwards.

L9.5 **KZ2 and KZ4 Classes** – 2 x Extended Barrel Nuts.
Insert the wire seal through the two barrel nuts as shown with the bar code facing upwards.

L9.6 **National 125, National 250 and International** – 2 x Extended Barrel Nuts.
Insert the wire seal through the two barrel nuts as shown with the bar code facing upwards.

L9.7 **Open Class – Water Cooled Engines** - 2 x Extended Barrel Nuts.
Insert the wire seal through the two barrel nuts as shown with the bar code facing upwards.

L9.8 **Open Class – Air Cooled Engines** - 2 x Extended Cylinder Head/Barrel Nuts.
Insert the wire seal through the two cylinder head/barrel nuts with the bar code facing upwards.

L9.10 **Vortex ROK DVS** - TBC

L10 CHASSIS SEALING

When fitting the chassis tag ensure that the bar code is forward or upward facing and the tail of the tag is secured to the frame with a cable tie. This will secure it in place to avoid it turning to help assist with bar code scanning.
The chassis tag when issued is to be fitted by the competitor/guardian to the right hand side of the kart in the position shown in the photo.

Implementation: **30-3-18**

Reason: To enable the change away from *"paint"* seals at key events to a more robust and secure system as used in many other countries. Competitors must supply the appropriate predrilled head and cylinder nuts. These can be obtained from Kart Shops. This sealing system will be in use at the 2018 National Sprint Championships.

Rule P1.14 CLASSES FOR NATIONAL SPRINT KART CHAMPIONSHIPS
Replace the current Rule 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, Vortex ROK DVS Junior/Junior 100cc Yamaha, 125cc Rotax Max Light, 125cc Rotax Max Heavy KZ2
Day 3:
Cadet ROK, 125cc Rotax Max Junior, Open, Rotax DD2, Vortex ROK DVS/100cc Yamaha

Implementation: **1-5-18**

Reason: Confirmation of previously announced new engine introduction. Push start engine to run off the front of Junior and Senior 100cc Yamaha field at Championship events while 100cc Yamaha continues and scored separately.

Rule P2.13 CLASSES FOR NATIONAL SCHOOLS CHAMPIONSHIPS
Replace the current Rule with the following:

P2.13 CLASSES FOR NATIONAL SCHOOLS CHAMPIONSHIPS:
Cadet ROK, Vortex Mini ROK, Vortex ROK DVS Junior/Junior 100cc Yamaha, 125cc Rotax Max Junior, Vortex ROK DVS/100cc Yamaha, 125cc Rotax Max Light.
No support classes are to be contested.

Implementation: **1-5-18**

Reason: Confirmation of previously announced new engine introduction. Push start engine to run off the front of Junior and Senior 100cc Yamaha field at Championship events while 100cc Yamaha continues and scored separately.

Rule P3.2 CIK Trophy of NZ TITLES
Replace the current Rule with the following:

P3.2 **TITLES:** There will be three New Zealand titles. These will be the CIK Trophy of New Zealand Vortex ROK DVS Junior Champion, the CIK Trophy of New Zealand Vortex ROK DVS Champion and the CIK Trophy of New Zealand KZ2 Champion.
The titles will be awarded to the winners in each class respectively. Minimum entry to contest each class will be 8. Minimum number of CIK Trophy of New Zealand classes: 1 of 3.

Implementation: **1-5-18**

Reason: Confirmation of previously announced new engine introduction. The Vortex ROK DVS engine is similar to those used by the CIK-FIA OK and OKJ classes run internationally and its introduction in NZ may enable this iconic event to re-establish itself.

Rule
P6.14 CLASSES FOR ISLAND SPRINT KART CHAMPIONSHIPS (Option 1)
Replace Option 1 of the current Rule with the following:

P6.14 CLASSES FOR ISLAND SPRINT KART CHAMPIONSHIPS:

For Programme Option 1

Day 1:

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

Day 2:

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

Implementation: **1-5-18**

Reason: Confirmation of previously announced new engine introduction. Push start engine to run off the front of Junior and Senior 100cc Yamaha field at Championship events while 100cc Yamaha continues and scored separately.

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, 125 Rotax Max Junior and Vortex ROK DVS 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: **1-5-18**

Reason: Confirmation of previously announced new engine introduction.