



## KARTSPORT NEW ZEALAND MANUAL

### SECTION J – COMPETITION RULES AND START FINISH PROCEDURES

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#### J COMPETITION RULES AND START FINISH PROCEDURES

##### J1 COMPETITION RULES

**J1.1 TRACK DEFINITION:** Competitors must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but kerbs are not. A competitor will be judged to have left the track if no part of the kart remains in contact with the track.

**J1.2 CODE OF DRIVING CONDUCT:** A high standard of driving behaviour is expected. A kart must be driven at all times within the capabilities and expertise of the competitor.

At any time during practices, time trials or racing, any on track action or actions by one or more drivers which unfairly disadvantages another competitor or competitors is not permitted. These actions may include but are not limited to:-

- Failure to adhere to In grid/Out grid procedures.
- Failure to respect the requirements for taking the start.
- Impeding or preventing an overtaking manoeuvre by a competitor.
- Changing line more than once on a straight.
- Forcing a competitor off the track.
- Causing an avoidable contact or collision.
- Making an unsafe return or gaining an advantage when returning to the track and not redressing the situation.
- Any careless or reckless driving on the track or out grid/in grid areas.
- Disregarding any flag or light signals.

**J1.3 DANGEROUS DRIVING:** This includes but is not limited to barging, sudden line changes or causing an avoidable accident.

**J1.4 WITHDRAWAL** from competition must be clearly indicated with a hand signal.

**J1.5** Only certain areas of a circuit are recognised as “safe” areas where a kart may be left attended or unattended. Karts are not permitted to be left on the track or in an “unsafe” area of the outer track, nor may a kart be worked on in these areas. Karts are to be removed from the track and not to be left on the outside of corners or close to the edge of the circuit. Failure to abide by this ruling may result in the competitor being penalised or excluded.

- J1.6 OUTSIDE ASSISTANCE:** Junior and Senior Age Group competitors may restart during competition provided all safety precautions are observed and no outside assistance is received. Junior Restricted and Cadet Age Group competitors are permitted controlled outside assistance to restart using on-board starter motors only. No tools or starter motors may be taken onto the racing confines once the karts have left the Out Grid unless authorised. A Clerk of the Course/Race Director has the discretion to order a competitor to cease attempting to restart. Failure to comply may result in the competitor being penalised or excluded. Pit Crew providing outside assistance must remain within the Flag Point or where directed by the Clerk of the Course/Race Director until a Yellow Flag has been displayed for the respective incident.
- J1.7 At NO STAGE** of driving a kart may both hands be removed from the wheel at the same time.
- J1.8 REFUELLING** a kart on the grid or the track is not permitted.
- J1.9** Under **NO CIRCUMSTANCES** is a kart permitted to be driven in a direction which is opposite to that of the normal racing direction.
- J1.10** Competitors who, during competition, inadvertently drive off or are forced off the track, must with caution rejoin the track at the nearest point compatible with the safety of themselves and fellow competitors, provided that their position is not improved unfairly or an advantage gained. Deliberately driving off the track is considered dangerous driving.
- J1.11** Any twin motored kart that throws a chain during competition will be permitted to complete the race without penalty.
- J1.12** A kart that obviously will not handle correctly may be called for trial and observation by the Clerk of the Course/Race Director. If there is doubt as to the general safety of the kart, the Clerk of the Course/Race Director may have such withdrawn from competition.
- J1.13** A competitor may be called by number and class only to report to the Clerk of the Course. The competitor must report to the Clerk of the Course within 15 minutes.
- J1.14** Any competitor stalling in a race must raise both hands above the head and remain in the kart until it is safe to move.
- J1.15** Radio, data and/or video communication to or from any competitor or kart during competition or official practice is not permitted unless specifically authorised (eg live video streaming for broadcast/publicity purposes.)
- J1.16 VISION:** In the driving position a competitor must look over the steering wheel. Vision through or under the steering wheel is not permitted.
- J1.17** No trolley or person/s are permitted on to the circuit to recover a kart until the last mobile kart has returned to the pit shute. No race or practice field is allowed out of the Out Grid while any recovery is taking place.
- J1.18 BETWEEN RACES:** A period of 15 minutes minimum must be given to competitors if requested. (Only if all competitors agree may a race be started earlier. This only relates to the time between any specific class races at championship events.) The period will start from the time the last kart in a class is released from Technical Control to the time that the karts in that class are released from the out grid for their next race.
- J1.19 BODYWORK:** Sidepods, Rear Protection Pod and Nosecone. If a competitor loses the nosecone, rear protection pod or a sidepod from the kart during practice or competition he/she must immediately cease practice/racing and return directly to the pits. Time trials are competition.

**J1.20 REPAIR LANE:** The Repair Lane may only be used during testing/practice and Tuning Runs, except at the CIK Trophy of New Zealand where KZ2 can additionally use it during Heats, Pre Finals and Finals. Drivers intending to enter the Repair Lane must use the appropriate hand signal in good time and enter the Repair Lane in a safe manner. The speed in the Repair Lane will be no more than quarter of full race speed and no more than 20 kph.

During competition all drivers and karts stationary in the Repair Lane when the chequered flag is shown and/or the competition is declared complete must exit the Repair Lane via the pit chute and the track side of the scales. During testing/practice and Tuning Runs karts may also exit through respective gates direct to the Service Park and/or Pit area. NO lifting of karts over fences is permitted.

Stationary karts must be in the work lane except when being restarted. Only the driver and one (1) other person are permitted to work on the kart in the Repair Lane. The kart may be put on to a trolley. Tools and a trolley are only permitted in the Repair Lane immediately before a kart enters the Repair Lane and while the kart is being worked on. Tools and the trolley must be removed immediately the kart returns to the track.

Outside assistance is permitted for all classes in the Repair Lane.

The Repair Lane will only operate when the Pit exit gate is closed and the Repair Lane exit gate is open. The Repair Lane exit gate must be shut two (2) minutes or three (3) laps before the end of a session or race respectively.

For Enduro competition refer to the Supplementary Rules for the event.

**J1.21 TRANSPONDERS:** Where in use at an event, transponders must be fitted and operating for all Tuning Runs and Official Practice (ref Q5), as well as for competition.

**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.

## **J2 START & FINISH PROCEDURE**

**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.

**J2.2 STARTING METHOD:** Two types of starting methods may be used. Standing start and Rolling start. Standing starts are only permitted for KZ2 (Rule J2.8) where the circuit is approved for standing starts. Start grids will be 2 x 2 x 2 x 2 etc.

**J2.3 PACE VEHICLES** of any kind are not permitted except for Safety Car intervention on MSNZ circuits.

**J2.4 NO GO LINE:** A line 50m to 80m from the front of the out grid marked either by a painted line and/or by cones approximately 2 meters from the track edge.

**J2.5 START LINE** is a line across the track. (The position of the Start Line is subject to the prior approval of the National Track and Safety Inspector.)

**J2.6 START ZONE:** The Start Zone commences at a Yellow Line across the track approximately 25 meters before the Start Line and ends at the Start Line. A Start Signal will not be given in a Rolling Start before the Pole Kart crosses the Yellow Line or after the Pole Kart crosses the Start Line. The Start Zone will be used for all Sprint racing Rolling starts.

**J2.7 OUT GRID PROCEDURE:**

**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.

**J2.7.2 SUPERKART:** For each race the two groups of karts must form up on the out grid in their allocated class grid positions leaving a gap of approximately four kart lengths between the two groups.

After engine start the Pit Marshall may indicate that the first group will leave the out grid at any time in accordance with Rule J2.7.1.

Karts which are not under motive power upon reaching the "No Go" line shall not proceed and must be removed immediately from the Pit Exit Lane to a safe place.

No karts are to be pushed backwards in the Pit Exit Lane for a second attempt at restarting.

Once the first group of karts has crossed the "No Go" line the Pit Marshall shall immediately commence the engine start procedure for the second group of karts which will also conform to the out grid procedure as specified in Rule J2.7.1.

The Pit Marshall shall release the second group of karts at his discretion taking note of the track position of the first group of karts.

Karts from the second group which are not under motive power upon reaching the "No Go" line shall not proceed and must be removed immediately from the Pit Exit Lane to a safe place.

No karts are to be pushed backwards in the Pit Exit Lane for a second attempt at restarting.

The Pit Exit lane and areas around the out grid are to remain open at all times for any authorised vehicles and emergency vehicles to move freely when required.

**J2.8 STANDING START KZ2 at SPRINT EVENTS:** Formation Lap(s) commence when the karts leave the Out Grid. During Formation Lap(s) Rule J2.10 applies and it is forbidden to practice start simulations. Pole position must not be passed before the start signal.

The final Formation Lap(s), is signalled by a Red Flag under the control of the Race Director, Clerk of Course, or their deputy on or near the Start Line.

Competitors must place the rear wheel of their kart adjacent to the appropriate one of the parallel white/yellow lines in the middle of the track or remain wholly within the appropriate marked lane with the nose cone behind their allocated grid line and the front row no closer than 2 metres to the Start Line until the start is given. (except in the case of a single row restart – Rule J2.19).

When the karts are stationary in their allocated grid position, a Marshal will display a Green Flag at the rear of the grid.

The holders of the Red and Green Flags will then move off the track to safe positions and the start sequence will commence.

Any Competitor stalling during the start sequence or failing to start after the start sequence must raise both arms and remain static until passed by the field.

**Start Sequence - Standard Start Light(s):**

The Starter, the Clerk of the Course or the Race Director will switch on the Start Light(s) no sooner than 4 seconds after the flag holders have moved off the track. The start will be given by the manual switching off of the Start Light(s) within the next 2 seconds.

If unsatisfied with the procedure, the Starter, the Clerk of the Course or the Race Director will wave a Yellow Flag and a further Formation Lap will begin.

**Start Sequence - Approved 4 second Sequence Lights:**

The Starter, the Clerk of the Course or the Race Director will launch the automated 4-red-light switching on sequence (which will take 4 seconds to illuminate all 4 lights) no sooner than 4 seconds after the flag holders have moved off the track.

The start will be considered as given at the manual switching off of the 4 start lights by the Starter, the Clerk of the Course or the Race Director within the next 2 seconds.

If unsatisfied with the procedure, the Starter, the Clerk of the Course or the Race Director will switch on the Yellow Light, halting the start sequence, and a further Formation Lap will begin.

When a Formation Lap follows an aborted Start Sequence any Competitors who have been unable to start the formation lap will, once the whole field has passed them, be allowed to get out of their karts and restart only by their own means. Only one attempt at restarting will be permitted. These Competitors will not be authorised to regain their original position in the grid and will take the start from the back of the grid. Spaces must be left vacant.

Once the start is given, Rule J1.6 applies.

**J2.9 ALL SUPERKART EVENTS** must use a rolling start procedure. Karts must be graded as nearly as possible, fastest karts to the front, except as provided by Rule D3.2.

**J2.10 ROLLING START LAPS:** Allocated grid positions must be maintained. Should a competitor slow, stop or spin or otherwise leave their allocated grid position during a rolling lap they may not attempt to restart or rejoin until the field has passed. They may then rejoin at the back of the field and remain at the back. Should the Starter, the Clerk of the Course or the Race Director consider that the competitor has been disadvantaged through no fault of their own they may signal the competitor to return to their allocated grid position.

Competitors out of position on the rolling lap and entitled to regain it should raise a hand.

Karts may not receive assistance once a rolling lap has commenced except as allowed under Rule J1.6 or where a designated pit lane for SuperKarts or a repair lane for Sprint karts is in operation.

Any gaps in a grid shall remain as gaps until the start is given.

If pole position drops out the next gridded kart assumes responsibilities of pole position.

**J2.11 TAKING THE START:**

**J2.11.1 SPRINT:** All karts must maintain their position in close formation from the Red (Formation) Line (*or cones as a temporary measure*) until the Start Signal is given.

(The position of the Red Line across the track is approximately 100 metres before the Yellow Line, and is subject to the prior approval of the National Track and Safety Inspector.)

It is the responsibility of the Pole Kart to deliver the field from the Red Formation Line to the Start Zone at a slow and constant speed that is approximately 25 to 35% of race speed as assessed solely by the judgment of the Starter and/or Race Director.

No kart may accelerate or move out of position while in formation until the Start Signal is given.

Competitors must place their rear wheel adjacent to the appropriate parallel white line in the middle of the track or remain wholly within the appropriate marked lane until the Start Signal is given (except in the case of a single row restart – Rule J2.19)

The Pole Kart must not be passed before the Start Signal is given.

If a Start Signal is not given before the Pole Kart crosses the Start Line another rolling lap occurs.

A Start Signal is indicated by the Start Lights being extinguished or by the drop of a Green Flag. A kart is deemed to have started if it crosses the Start Line under its own motive power after a Start Signal has been given and before the leading kart has completed the first racing lap.

**J2.11.2 SUPERKART:** Rule J2.11.2 applies plus the following:

Pole position in either group must not be passed before the start signal.

Pole position in the second group of karts will be responsible for maintaining a gap of approximately 600 to 700 metres between their group and the first group of karts.

All karts in both groups must maintain their position in close formation from within approximately 300 metres of the start line.

There will be NO acceleration line.

All karts in both groups must maintain two straight lines and remain in the grid marked lanes at the required steady speed until the Red Light Start signal is extinguished.

The Red Light Start signal will be reset for the second group of karts.

IF a start is not given before the pole position kart in the first group crosses the start line another rolling lap will occur.

Rules J2.12 and J2.13 shall apply to all race starts.

- J2.12 FALSE STARTS:** In any type of starting procedure, where the Clerk of the Course/Race Director and/or the Starter considers a breach of rules has been made and/or an advantage gained by a competitor, the race can be either discontinued (Rule J2.13) and regrided before the leader completes the second racing lap or the race continued and a Judge of Fact report and/or Penalty Notification Request submitted.
- J2.13 DISCONTINUED RACE:** A race discontinuation occurs when a Green with Yellow Chevron Flag is displayed. All drivers must immediately cease racing and reform the original rolling grid.
- J2.14 RACE or TIME TRIAL STOPPAGE:** A race or time trial stoppage occurs when a Red Flag is shown. All drivers must immediately cease racing. Once stopped, any kart deemed unfit to continue by the Clerk of Course/Race Director must return to the pits. A Penalty Notification Request relating to an incident resulting in a Red Flag may be resolved before any restart. Following a race stoppage a race may be either rerun, declared complete, or restarted. For a time trial it must be restarted and completed to the required time allocation.
- J2.15 TIME TRIAL RESTART:** the field will grid up in a single row in order of the last completed lap prior to the Red Flag and will face the Starter, the Clerk of the Course or the Race Director to take the start for the remainder of the time trial. Karts not recorded on the last completed lap may not restart. A kart failing to take the restart but deemed to have posted a time during the previous part of the time trial will be recorded in the results. Starter motors are the only tools permitted onto the track environs unless otherwise specified.
- J2.16 REGRID:** A Regrid occurs after the Green with Yellow Chevron Flag is shown. Karts will reform the original rolling grid and face the starter. Only karts which were recorded as being starters may join the grid. This procedure will only be used prior to the leader completing the second racing lap.
- J2.17 RERUN:** A rerun will be ordered if a race stoppage occurs prior to the leader completing the second racing lap. The race will be re run in the original grid positions after the karts have returned to the Out Grid via the In Grid. All entered competitors are permitted to start in the rerun. The scheduling of when the rerun takes place will be determined by the Clerk of the Course/Race Director.
- J2.18 DECLARED COMPLETE:** If the lead kart has completed at least 75% of the race distance at the completion of the lap prior to the Red Flag the race may be declared complete by the Clerk of Course/Race Director.

- J2.19 RESTART:** Where a stopped race is neither rerun nor declared complete the field will grid up in a single row in order of the last completed lap prior to the Red Flag and will face the Starter, the Clerk of the Course or the Race Director in close formation and straddle the centre two lines or be in the middle lane to take the start for the remainder of the race (Rule J2.10 and J2.11). Karts not recorded on the last completed lap may not restart. A kart failing to take the restart but deemed to have started the previous start will be recorded in the results. Starter motors are the only tools permitted onto the track environs unless otherwise specified.
- J2.20 FINISH LINE:** The finish line is a line across the track identifying the point where laps and finishing positions will be recorded.
- J2.21 FINISH:** Should the end of the race signal inadvertently or otherwise be displayed before the leading kart completes the scheduled number of laps, or before the prescribed race time has been completed, the race will nevertheless be deemed to end at the moment the signal is given. Should the end of the race signal be inadvertently delayed, the race will nevertheless be deemed to finish at the correct moment and the Provisional Result will be established accordingly. This Rule takes precedence over race distance/length Rules.
- 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.
- J2.23 ENDURO FINISH:** When the time is up the Chequered Flag will be given to the leading kart next time it passes the finish line. All finishers on the same lap will be provisionally placed according to their order crossing the finish line. Finishers completing less laps will be provisionally placed according to the number of laps completed.  
Should, for any reason, the Chequered Flag be delayed, the race will be deemed to be finished when the prescribed time has elapsed.  
**Provisional Result:** The kart provisionally classified in first position is the one which has covered the greatest distance when the Chequered Flag is displayed. The position of the karts on the starting grid is not taken into account.  
Karts will be provisionally ordered according to the number of complete laps covered during the duration of the race. For the competitors who have covered the same number of laps, the time when the karts cross the finish line will determine the Provisional Result.
- J2.24 Mixed Classes Starting Line Up - Sprint Racing**
- For events using pre determined grid draws, mixed classes will be gridded with the faster class(es) to the front. eg Light in front of Heavy, Formula Junior ahead of Junior 100cc Yamaha, etc. **Option for Group F Club Days only:** Rotax Light/Rotax Heavy, 100cc Yamaha Light/100cc Yamaha Heavy and ClubSport LO206 Light/ClubSport LO206 Heavy classes maybe mixed for predetermined grid draw competition at the discretion of the Chief Steward. For this option all competitors with an **X** plate start at rear of the combined field.
  - For events using CIK style qualifying, mixed classes will be gridded fastest to the front for heats based on Time Trial times for all mixed classes combined. For Pre-Final and Final normal grids apply (ie as per Rule P1.6 and P1.7)
  - On Club Days competitors with an **X** plate will be gridded at the rear of their respective class group (NOTE: Club Day option above).
  - For permitted events the mixing of classes must be notified in the Supplementary Rules for the event.

- The combined field will address the start in tight formation without gaps and all karts will start racing once the start signal is given.
- For pre determined grid draws should the class in front have an odd number of competitors the pole kart of the second class will start behind the last odd numbered grid position kart of the front class. The driver gridded #2 in the second class must leave a gap and start beside the pole kart of the second class. (Similar for subsequent classes should there be more than two classes in the race.)

### **J3 DETERMINING A RESULT**

#### **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.

#### **J3.2 SPRINT RACING**

Using Predetermined Grids (Rule P2 and P5)

For New Zealand Dirt and Schools Championships.

**J2.2.1** From the entries, Race Control determines the number of starters and selects a grid sheet to suit this number.

**J3.2.2** Sprint titles can be determined on a predetermined grid over 4 heats and a fifth heat with the leaders off the front. (The idea of the predetermined system is that competitors have equal starts, and if every competitor started and finished in their grid position everyone would be near equal in points.)

**J3.2.3** The draw is out of a hat.

**J3.2.4** After each race the lap sheets are handed to the recorders who enter the results on a points chart. After 4 heats have been contested, the points are added to determine the grid for the final heat. The lowest point scorer is awarded the pole position etc.

Following this race, the points are added up again, the competitor's worst performance is subtracted from the total and the competitor with the lowest points is the provisional winner. (Worst performance is highest points not including an exclusion.)

For New Zealand, South and North Island Championships.

Use Time Trials, Heats, Pre Final & Final (Rule P2 and P6 respectively)

#### **J3.3 CIK TROPHY OF NZ: (Rule P3)**

#### **J3.4 SUPERKART RACING:**

**J3.4.1** Following the completion of the Time Trial(s), Race Control will determine the grid for heat 1, based on the results of the Time Trial(s).

**J3.4.2** SuperKart racing has the fastest to the front. After the first heat, the grid for the next heat is determined from the result of the previous heat (ie a competitor finishing 12th would get grid 12 for the next heat). After 3 heats the points are added up and the competitor with the lowest points will get grid one etc. Following the 4th heat, the points are added up again, the competitor's worst performance is subtracted from the total and the competitor with the lowest points is the provisional winner. (Worst performance is highest points not including an exclusion.)



- J3.5 GENERAL:** When grids have been drawn (ref P3 and P6), the Clerk of the Course/Race Director, Pit Marshal and Starter will be given a copy.  
From time to time the Chief Steward of the event will be in contact with Race Control with results of protests, exclusions, relegations, etc. These must be taken into account when working out all grids and later when calculating the overall result.
- J3.6 RESULTS:** KartSport New Zealand score sheets or a similar electronic version is to be used for keeping results. (The paper copy has extracts from the KartSport New Zealand Manual printed down the side.)  
Immediately following each Time Trial, Heat and Final the Provisional Result sheet is to be posted on the Official Notice Board. The person posting the Provisional Result must, at the time of adding it to the Official Notice Board, note the time of posting and sign and write their name on the Provisional Result sheet using a pen.
- J3.7 TIES:**
- J3.7.1** National and Island Sprint Racing Championships - Refer P1.
  - J3.7.2** National Schools Championships – Refer P2
  - J3.7.3** CIK Trophy of New Zealand – Refer P3.
  - J3.7.4** National and Island SuperKart Championships – Refer P4
  - J3.7.5** National and Island Dirt Championships – Refer P5
- J3.8 EXCLUSION:** If a competitor is excluded from a Time Trial or race, all competitors behind the excluded competitor, including those who did not start, move up one place respectively.  
If a competitor is excluded for a technical infringement resulting in exclusion from the event, the race placings are not adjusted, only the overall result.