



KARTSPORT NEW ZEALAND MANUAL

SECTION L SPECIFICATIONS GENERAL

Issue 2018-2 published and effective 30-3-18

L SPECIFICATIONS – GENERAL

L1 WEIGHTS: (Minimum all up weight - MAW)

L1.1 Unless otherwise specified weights and/or containers affixed to a kart to meet MAW requirements must be securely through bolted and lock-nutted to the permanent elements of the kart. Weights affixed to the seat must be through bolted with 30mm diameter minimum body washers placed immediately under the nylock fixing nuts and 30mm diameter minimum countersunk washers placed immediately under the bolt head on the inside of the seat. All through bolts must be a minimum of 8mm, be lock-nutted and have 30mm diameter minimum body washers or countersunk washers placed immediately under the bolt head and the nylock nut respectively. A weight bracket made of flat mild steel bar minimum 30mm's wide by 5mm's thick may be used to attach weights to the kart. The bracket is to be mounted between the factory LHS lower radiator mount and LH top seat seat mount ONLY, with 8mm minimum bolts Total amount of lead weight to be attached to the bracket is 8kg maximum and all individual weights over 3kg must be secured by more than one bolt to the bracket. Where the weights are back to back on the bracket one through bolt can secure 4kg Maximum or two bolts 8kg Maximum. The bracket has to be mounted as close as practical to the factory LH seat support and similar construction as shown in photo.

A plastic bottle with a robust screw cap may be used as a container for lead shot or loose material but must be located within the confines of the steering uprights. Bottles must be SECURELY taped and/or strapped to the steering upright. When weight is added within the kart frame tubing, the open end of the tube must be plugged. A 6mm bolt must pass through the tube and the plug. No weight may be carried lower than the floor pan. Unless otherwise specified, tape, hose clamps, tie wires or fasteners other than steel bolts are not legal for securing weight to karts. Individual weights heavier than 3kg must be secured by more than one bolt. Carrying of weight on a driver's person is prohibited.



A plastic bottle with a robust screw cap may be used as a container for lead shot or loose material but must be located within the confines of the steering uprights. Bottles must be SECURELY taped and/or strapped to the steering upright. When weight is added within the kart frame tubing, the open end of the tube must be plugged. A 6mm bolt must pass through the tube and the plug. No weight may be carried lower than the floor pan. Unless otherwise specified, tape, hose clamps, tie wires or fasteners other than steel bolts are not legal for securing weight to karts. Individual weights heavier than 3kg must be secured by more than one bolt. Carrying of weight on a driver's person is prohibited.

L2 NUMBER PLATES

L2.1 Number Plates and Numbers must comply with these specifications.

Number Plates **MUST** be yellow with black numerals or letters.

Material: Non metallic

For exceptions (Rules L2.6 and L2.9)

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, ROK Cup and Top Half previous year's series winners respectively in the class he/she has won the series.

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

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

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

0 1 2 3 4 5 6 7 8 9

FUTURA CONDENSED BOLD

This is the only acceptable letter shape.

L2.4 Plates must comply with all specifications. **NUMBER PLATES/NUMBERS MUST BE CLEARLY DISPLAYED**, one front, one rear, and one each side of the kart. Side plates must be positioned between the front and rear wheels except karts that are running aerofoils or wings (Rule S3.5) may display numbers on any side panel. The fitting of plates must be in a safe and sensible manner with consideration given to the "projection hazard".

L2.5 Host clubs may allocate one or two digit racing numbers at the club's expense. Entrants with registered numbers under 100 have the right to retain their particular number for their entered class providing their entry has been received on or before the early closing date. There will be no duplicate numbers in any class or combined classes. Where a duplication occurs, if neither competitor has the registered competition licence number, the competitor with the lowest registered competition licence number has preference. The race secretary will allocate the numbers.

L2.6 PLATE SIZE:

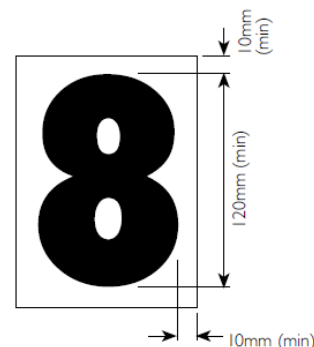
Front: The competition number shall be bordered by an oblong background (yellow or lime green) of 10 mm minimum.

Side Pods: The competition number shall be bordered by an oblong background (yellow or lime green) of 10 mm minimum.

Rear: Option 1: The number plate fitted at the rear of the kart shall be plane and have rounded corners (diameter of rounded corners 15 to 25 mm) with 190 mm minimum sides. The plates shall be flexible and made from opaque plastic, and they shall always be visible (fixation without a possible displacement). Background colour either yellow or lime green.

Rear: Option 2: If a CIK homologated rear protection pod is fitted the competition number shall be bordered by an oblong background (yellow or lime green) of 10 mm minimum.

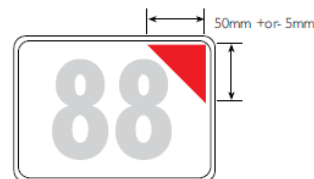
Exception: International Class SuperKarts all plates - 250mm x 250mm minimum.



L2.7 KARTS MODIFIED FOR DISABLED DRIVERS: All four number plates must include a bright red triangle in the top right hand corner. Right angle sides of triangle to be 50mm +/- 5mm.

L2.8 Any kart failing to comply with the instructions as set out may be excluded and/or may not be counted by the lap scorers.

L2.9 **L2.9** Any Senior driver who wishes to be recognised as a "Master" (as defined in D1.2) will use a lime green number plate (colour PMS 375 (551/601 Oracle – Lime Green) on the front, rear and side pods. The measurements for these number plates will be as described in L2.6. Black race numbers will be used as described in L2.3.



L2.10 Running in Plate: Competitors running in engines during testing/practice/Tuning Runs must place a red cross over their kart's rear number plate. Cross tape width: 25mm minimum.

L3 TYRES:

L3.1 Except for the Cadet classes, a set of tyres is defined as two front tyres and two rear tyres. The front tyres must be attached to the front axles and the rear tyres must be attached to the rear axle. For all events, only one set of dry and one set of wet tyres may be used. Tyres will be marked and/or bar codes recorded upon distribution, on the out grid, after the first heat or time trials as and when applicable. Punctures etc have been allowed for.

Exception: For Dirt Oval racing each competitor is permitted one set of slick tyres and one set of treaded tyres of any compound for all classes.

Exception: CIK Trophy of New Zealand as specified in the event Supplementary Rules.

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L3.2 TYRES: Must be readily available to all competitors through normal retail outlets. Tyres MUST be pneumatic and can be of any tread pattern. Attachments of any nature to a tyre which are foreign to design are not permitted. Equipment for pre-heating of tyres is not permitted before leaving the Out Grid. For tyre restrictions etc. (Rule L3.5)

L3.3 If the Chief Steward/Clerk of the Course/Race Director of an event deems it necessary because of weather conditions, he/she has the right to only allow those karts with wet weather tyres to compete.

L3.4 Only slick tyres (non-grooved) are permitted on the rear wheels at dirt events. This rule does not include oval circuit events.

L3.5 TYRE RESTRICTIONS:

Only Tyres approved by KartSport New Zealand and distributed by KartSport New Zealand's official suppliers are permitted to be used in tyre restricted classes at all times.

KartSport New Zealand Official Tyre Suppliers are:

Dunlop – Lascom Motorsport LP/Goodyear & Dunlop NZ, Vega – Paffoni NZ, Mojo – Right Karts 2016.

Control tyres for tyre restricted classes are:

- (a) **Slick tyre: Dunlop DFH**
Front 10x4.50-5
Rear 11x7.10-5
(This dry tyre will be in use until 31 December 2019)
- Wet tyre: Dunlop KT12 SLW2**
Front 4.5-5x10.0.
Rear 6.50-5x11.0.
(This wet tyre will be in use for all events until 31 December 2017 and optional for Club Day Group F events until 31-12-18)
- Dunlop KT14 W13**
Front 4.5-5x10.0.
Rear 5.50-5x11.0.
(This wet tyre will be in use for all events from 1-1-18 to 31-12-21)
No mixing of models.
- (b) **Open, KZ2, KZ2 Masters and KZ4**
Slick tyre: Vega XM Prime Z (front 11/P/19, rear 12/P/19)
(This dry tyre will be in use from 1-2-17 until 31 December 2019)
Wet tyre: Any tyre model from the CIK homologated "Wet" classification tyre, 2011-2013 or 2014-2016 or 2017-2019 lists. No mixing of models.
- (c) **Rotax DD2 and Rotax DD2 Masters**
Slick tyre: MOJO D3 or D4, no mixing of models.
(check event/series Supplementary Rules)
Wet tyre: MOJO W2 or W3, no mixing of models.
(check event/series Supplementary Rules)

L3.6 The mixing of wet and dry category tyres or tyres of different makes on the kart at any one moment, is not permitted.

L3.7 Tyres that are damaged will be surrendered to the Technical Officer until after technical inspection has been completed. (Rule L8.5.)

The replacement tyre must be no better than the one being replaced.

L3.8 A wet weather tyre is a proprietary brand originally marked wet or rain for use as a wet weather tyre.

L3.9 The use of preset/automatic tyre pressure bleed off valves is not permitted. The use of on-board tyre temperature and/or tyre pressure systems/telemetry is not permitted.

L3.10 TYRES GENERAL

- It is not permissible to: tamper with any tyre, to alter the hardness or composition of the rubber or to change the construction of the tyre carcass by any means except through normal karting use. Specifically, the application of any substances including tyre treatment/tyre softener is strictly prohibited.
- The use of heating sources, including heat guns, is also prohibited.
- The warming of tyres by spinning the rear wheels on the surface of the Out Grid is prohibited.

- The intentional removal, either completely or partially, of any official/manufacture's marking or label is not permitted.
- It is the competitor's responsibility to ensure that at least one barcode per tyre remains scannable at all times throughout the event. Any damaged or unreadable tyre barcodes must be reported to the Officials prior to leaving the in-grid/impound area.
- Checking of Tyres. KartSport New Zealand will use appropriate methods, technology and equipment to test compliance.
- KartSport New Zealand retains the right to, at any time, test and/or impound a tyre(s) for further testing. This testing may render the tyre(s) unsuitable for further use. No compensation can be claimed by the competitor.
- If a tyre(s) are impounded before the end of an event the competitor will be permitted to fit another tyre(s). The replacement tyre(s) must be no better than the tyre(s) being replaced.
- Only an appointed KartSport New Zealand Official may test and/or retain tyre(s) for further testing.

L3.11 TYRE TESTING LEVY.

- For all Group A to C Events a Tyre Testing Levy of \$11 (incl GST) per entry will be payable.
- For all Group D and E Events, Clubs must pay KartSport New Zealand a \$2 (incl GST) Tyre Testing Levy for each confirmed entry. The Tyre Testing Levy will go to a collective pool for the payment of tyre/fuel tests.
- KartSport New Zealand will invoice the Levy to the host Club.
- The charging of a Tyre Testing Levy does not mean tyre(s) must be tested.
- Only an appointed KartSport New Zealand Official may test and/or retain tyre samples for further testing.

L4 FUEL PERMITTED, PENALTIES and FUEL TEST LEVY

L4.1 PERMITTED FUELS ARE:

Category 1:

PUMP PETROL: Refers to the unleaded commercial type being between 90 to 98 octane which is available from service station pumps. The following brands are approved:

- BP
- Caltex
- Z
- Gas

The use of bio fuel blends is not permitted. The use of any other fuels is not permitted. The mixing of fuels eg 91 and 98 octane is not permitted. The fuel must not contain any other additive other than a single commercially available two stroke lubricant.

Category 2

OTHER FUELS: refers to the following high octane leaded fuels:

- BP - BP Racing Fuel No 1
- BP - Avgas
- Mobil - Mobil Race Gas
- Mobil - Avgas
- Z - Racing Fuel 100 Plus
- Z - Avgas

The mixing of fuels is not permitted.

Two Stroke Engines: The fuel must not contain any other additive other than a single commercially available two-stroke lubricant.

Four Stroke Engines: No additives permitted.

NOTE: Only the SuperKart International and the National 200cc-250cc classes are permitted to use Category 2, Other Fuels. This is subject to ongoing availability of the fuels listed above. The use of leaded fuel remains under review and is not guaranteed long term.

NOTE: Any fuel supplier wishing to have a brand of fuel accepted as a part of this KartSport New Zealand rule must submit samples of fuel to KartSport New Zealand for testing at the suppliers expense. The fuel must be tested against the criteria set by KartSport New Zealand Executive. This criteria will be made available to fuel suppliers if they request it. The KartSport New Zealand Executive will have the final decision on whether to accept any brand of fuel for use in karting competition in New Zealand. Any such new brand being accepted by KartSport New Zealand Executive may only be introduced 01 January the following year.

L4.2 PENALTIES: Will be severe for infringing any rule relating to the illegal use of fuels. Any competitor disputing the fuel test results of a KartSport New Zealand official **MUST** be prepared to support such a protest with a fee of \$511. This fee would be refundable on the test being proved negative by the KartSport New Zealand Fuel Testing Contractor.

L4.3 FUEL TEST LEVY:

- For all Group A to C Events a Fuel Testing Levy of \$11 (incl GST) per entry will be payable.
- For all Group D and E Events, Clubs must pay KartSport New Zealand a \$2 (incl GST) Fuel Testing Levy for each confirmed entry. The Fuel Testing Levy will go to a collective pool for the payment of tyre/fuel tests.
- KartSport New Zealand will invoice the Levy to the host Club.
- The charging of a Fuel Testing Levy does not mean fuel must be tested.
- Only an appointed KartSport New Zealand Official may test and/or retain fuel samples for further testing.

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

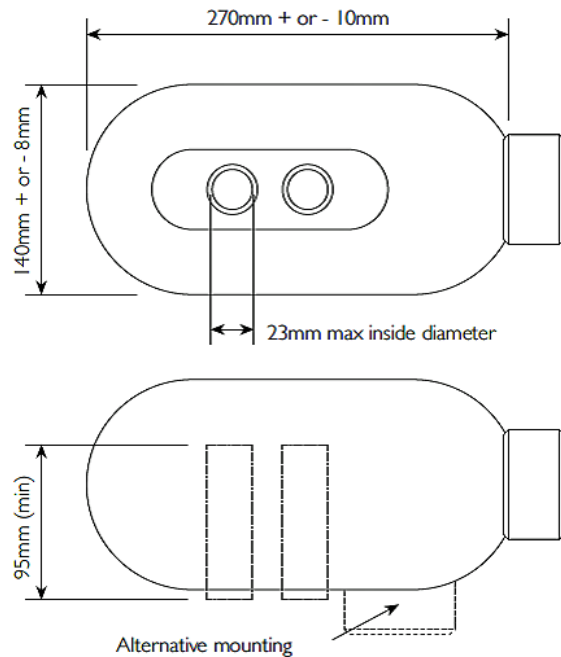
Any previously CIK registered or homologated intake silencer. The homologated internal air filter is compulsory in homologated silencers. Drain holes or any other form of air inlet hole, other than the provided air inlet baffle tube holes, are not permitted in previously CIK registered or homologated 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



L6 GENERAL NOTES FOR ALL CLASSES

Anything which is not expressly allowed in the technical rules and specifications is forbidden.

- L6.1** Exhaust systems which enable the tuned length (eg “slippy” pipes) to be adjusted while the kart is in motion are NOT permitted. Exhaust gas oxygen sensors are NOT permitted.
- L6.2** Non gearbox exhaust headers must be of contemporary design, ie - flange, tubular head pipe and flex cup. No cooling fins, water jackets, header cooling adaptors, etc.
- L6.3** Glycol type coolants are prohibited in all radiators.
- L6.4** Unless otherwise specified all maximum and minimum listed dimensions are plus or minus 0.03 mm (0.001 inch).
- L6.5** Although measurements may be provided in both metric and imperial, the imperial measurements are for reference only and if any discrepancy is found between the metric measurements and the imperial equivalent, then the metric measurement shall be the standard measurement.
- L6.6** It is the Technical Officers responsibility to check the engine(s) ONLY for the legality of the engine in respect to the technical specifications and not to add or delete from them. Likewise it is the competitor’s responsibility to assure him/herself that the engine is legal in respect to the same technical specifications.
- 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.
- L6.8** Where specified all No-Go gauges are as read and absolute.
- L6.9 GASKETS and SEALS:**
- (a) A **GASKET** is a material captivated between two surfaces, one static to the other.
 - (b) A **SEAL** is material captivated within a housing but also encircling and in contact with a rotating shaft.
 - (c) An **‘O’ RING** is considered a gasket.
 - (d) A **BEARING** is not a seal.
- L6.10** Any method of injecting or spraying fluids into an engine, an engine air intake or exhaust system other than fuel through the carburettor, is forbidden. Any means of pumping fuel or increasing fuel pressure in or from the fuel tank is illegal unless using stock equipment supplied by the manufacturer with the engine/carburettor. The fuel line between the fuel tank and the fuel pump or carburettor may have only one fuel filter fitted in line. Fuel flow control taps are prohibited in the fuel supply line between the tank and fuel pump/carburettor and between the fuel pump and the carburettor.
- For KZ2 only it is permitted to use an adjustable fuel flow control tap in the return fuel line to the tank only.
- For Vortex Kiwi Mini ROK also refer Rule N10.9.

L6.11 Unless expressly forbidden in class and/or engine rules, the use of memory tachometers, temperature gauges, speed recorders and data loggers is permitted in all classes. Such devices, if being used in official practice and racing, must be fitted to the kart at the time the kart is scrutineered. The placement of trackside beacons must be done with regard to the safety of competitors/karts which, for whatever reason, may leave the racing surface. The positioning of trackside beacons will be controlled by the Clerk of the Course/Race Director and the Clerk of the Course's/Race Director's decision will be final.

**L6.12 VORTEX KIWI MINI ROK EXHAUST HEADERS and PIPES
RAKET 85 MUFFLERS**

Loose exhaust headers, pipes and mufflers will be dealt with as follows:

- If an exhaust header, pipe or muffler is found to be loose on the Out Grid prior to racing a competitor can tighten/refit the component if time permits, or will not be allowed out to qualify or race if time does not permit. This would mean that the competitor would be classified as a NON-STARTER (DNS).
- A competitor leaving the circuit during qualifying or a race because he/she realise that their exhaust header, pipe or muffler is loose, or because a Clerk of the Course has given them a Black Flag or Black Flag with Orange Disc to put them off the circuit because of noise, will be provisionally classified as a FINISHER.
- Any competitor found to have a loose exhaust header, pipe or muffler in the Pit Shute after qualifying or a race will be EXCLUDED from that qualifying session/race.
- A competitor found to have a loose exhaust header, or muffler when he/she presents an engine for technical inspection at the end of the day's racing will be EXCLUDED from the event.

L6.13 HONING/DEGLAZING: Honing of non coated cast iron sleeved cylinders and deglazing of coated cylinders is permitted to return cylinder surface finish to original.

L6.14 ZIP TIE / CABLE TIE: It is permitted to use zip ties / cable ties to secure wiring loom and sensor loom components to engines and chassis / frame.

L7 ENGINE SPECIFICATIONS

L7.1 No supercharging or turbocharging is allowed.

L7.2 Unless otherwise specified the total swept volume allowed is 250cc.

L7.3 Both two-stroke and four-stroke engines are permitted.

L7.4 Gearbox classes: Bore size is limited to 1mm oversize from standard bore, for cylinders with cast iron non coated liner.

L7.5 Engines are not permitted in front of the driver. Side mounted engines must be in the rear half of the kart.

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).

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").

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.

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.

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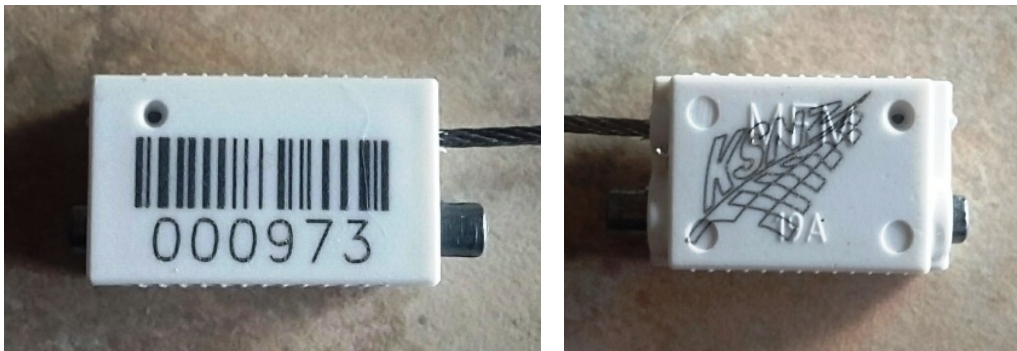
L8.4 CHANGE OF BARE CHASSIS: Once the competitor's first Qualifying Time Trial or Race at an event has been started, a bare chassis can only be changed if the original is deemed unusable by the Chief Technical Officer or the Chief Steward of the event.

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.

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.

