



Rule Changes from the Executive Issue #2018-3 Published 16-5-18

Rule D1.2 AGE GROUPS

Replace the current Rules regarding Cadet Age Group 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.

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: 99kg.

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)

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.

Implementation: 1-1-20

Reason: Following feedback from current competitors, this delays the maximum age change for Cadet Licence holders until same date as the introduction of the previously announced Cadet ROK/Vortex Mini ROK chassis changes. This will ease the transition for those moving to VMR by minimising the need to move up to VMR in a 1010mm chassis then, within 1 year, move to a 950mm chassis.

Rule D2.1 COMPETITION LICENCE

Replace the current Rule with the following:

D2.1 COMPETITION LICENCE:

This is available only from the KartSport New Zealand Competition Licence Secretary, on application. New applications must be on the Application Form. Renewals can be either on the Application Form or via KartSport On-Line (<http://www.kartsport-online.co.nz/login.asp>)

This is a basic licence which can only be signed by a KartSport New Zealand Steward. (Rule D3.3).

For new Licences the Licence period is for a minimum of 12 months from the day of issue and the Licence expires at midnight on the last day of the expiry month.

For Licence renewals the Licence period is for a minimum of 12 months from the date of expiry of the previous year's Licence and the Licence expires at midnight on the last day of the expiry month.

The Competition Licence fee is \$212.00 per annum and \$17.67 per month for any additional months.

Subsequent family members residing at the same address pay only \$159.00 per annum each, regardless of class, and \$13.25 per month for any additional months.

Licence fees will rise, effective 1st July each year, by an amount no less than the annual rate of inflation as published by the New Zealand Government for the 12 month period ending 31 March.

15% of the licence fee will be used by KartSport New Zealand to promote karting to potential new competitors and the media on a national basis. (This promotion is managed by a Communications and Publicity Sub-Committee established by and responsible to KartSport New Zealand Executive.

Responsibilities will include but not limited to the promotion of karting at national level and the management of printed and electronic publications for and on behalf of all members of KartSport New Zealand.)

A copy of the applicant's birth certificate is required for the first application if under 18 years of age.

Each applicant must complete an individual medical declaration. Proof of current membership of a Club is required to be furnished to the Competition Licence Secretary when applying for a new licence. A declaration regarding current Club Membership and Licence Rating is required for renewals.

Any competitor with a 'Tier 1' rated sprint licence who does not provide evidence or a declaration of competing at a minimum of two events in the previous 12 months will be downgraded to 'Tier 2' unless he/she provides a written waiver from the National Steward.

Competitors failing to send the correct information or fees will be charged an administration fee of \$10.00.

If you lose your competition licence a duplicate may be obtained on application from the Licence Secretary at a cost of \$20.00.

A licence downgrading from 'Tier 1' to 'Tier 2' is at the discretion of the National Steward.

Any downgrading approved will be for the period of the Licence.

A competitor **MUST** hold a current competition licence before taking part in any competition.

Any penalty for infringements regarding rules G1.7, J1.2 and J1.3 noted in a Licence Log Book returned for Licence replacement/renewal and/or on the Members Database will be carried forward into the new Licence Log Book for the proceeding period.

Implementation: 1-7-18

Reason: 1% increase in line with CPI for 12 months ended 31-3-18 as required under Rule D2.1.

Rule G3.2 CLOTHING:

Replace Option 3 of the current Rule with the following:

Option 3 One or two piece leather race suits complying with the standards defined by the FIM. (1.2mm thickness) If two piece the two pieces must be securely and fully fastened together by an appropriate zip. Leather race suits are compulsory for all SuperKart International and National classes and strongly recommended for all other SuperKart classes.

Implementation: 1-1-19

Reason: Rule proposal from the SuperKart Drivers Club supported by Clubs in Rules Round 33.

Rule N12.14 Rotax Max PISTON and RING

Replace the current Rule with the following:

N12.14 PISTON and RING: Original, coated, aluminium, cast piston with one piston ring. The piston has to show on the inside the cast wording "ELKO" and "MADE IN AUSTRIA". Machined areas are: Top end of piston, outside diameter, groove for the piston ring, bore for the piston pin, inside diameter at bottom end of piston and some pre-existing factory removal of flashing at the cut out of the piston skirt. All other surfaces are not machined and have cast surface.



Original, magnetic, rectangular piston ring.

Ring height: 0.98 +/- 0.02 mm

Piston ring is marked either with "ROTAX 215 547", "ROTAX 215 548" or "ROTAX 215548X".



"Window" type piston as delivered in the early days of production is no longer legal to be used. Any mechanical treatment or overwork is forbidden, changing the original surface is illegal (e.g. removal of carbon deposits).

Implementation: *Immediate (force majeure)*

Reason: Update from Rotax. Engines with this change are already in NZ.

Rule N12.18 Rotax Max EXHAUST POWER VALVE

Replace the current Rule with the following:

N12.18 EXHAUST POWER VALVE: If the piston is moved in direction top of cylinder and first time covering completely the exhaust port, it must be possible to insert the exhaust valve gauge (ROTAX 277 030) until it stops at the surface of the cylinder (a feeler gauge of 0.05 mm must not be possible to fit in at any area around).
Modifying the exhaust valve gasket (ROTAX 250 231) between the cylinder and the power valve housing is illegal.

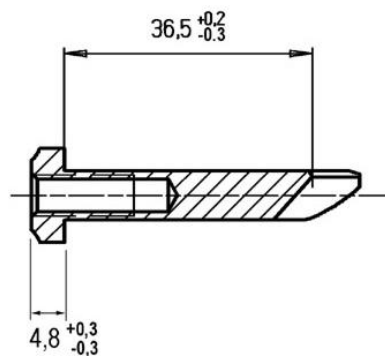


As supplied by the manufacturer with no modification allowed. Two versions of original exhaust valve systems (pneumatic/electronic timed) are legal to be used.

Both systems have to be used as supplied with all components fitted.

Length of the exhaust valve (item 4 of pneumatic timing, item 2 of electronic timed exhaust valve) is 36,5 mm +0,20 mm/-0,30 mm.

Width of collar is 4,8 mm +/-0,3 mm



Green coloured exhaust bellow (item 11 of pneumatic timed exhaust valve, item 10 of electronic timed exhaust valve, Rotax part no. 260 723) only is legal to be used.

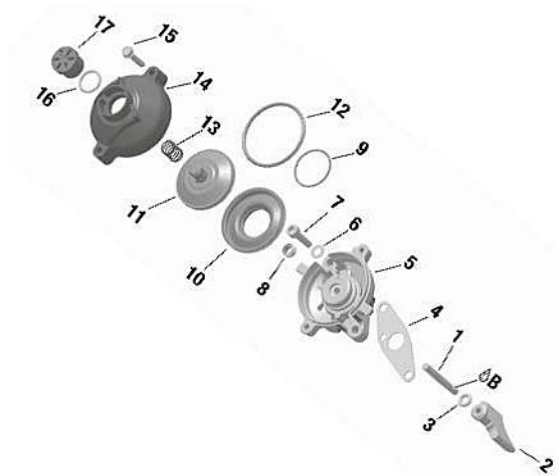
Version 1, pneumatic timed exhaust valve.



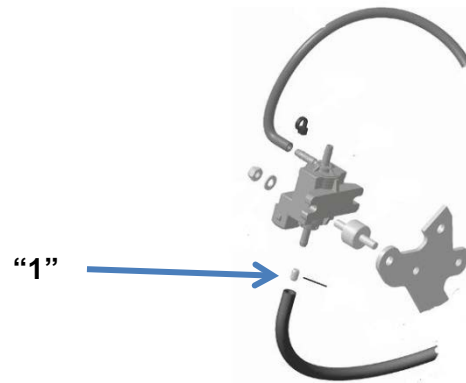
At the electronic times exhaust valve also the version using the positive pressure in crankcase to close the exhaust valve is legal to be used.

Version 2, electronic timed exhaust valve (EVO)
(crankcase positive pressure used to open exhaust valve)

Spring (13) outside the exhaust valve piston (11)



O-ring (item 3) maybe either black (6x3mm) or red (6x2.5mm).



To fit the impulse nozzle “1” into the pressure hose is an allowed adjustment.
The direction of the impulse nozzle inside the pressure hose is free.

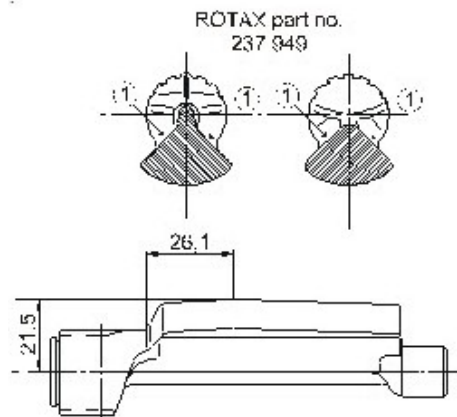
Implementation: *Immediate (force majeure)*

Reason: Update from Rotax. Engines with this change are already in NZ.

Rule N12.23 Rotax Max BALANCE SHAFT

Replace the current Rule with the following:

N12.23 BALANCE SHAFT: Balance shaft and balance gears must be installed. Configurations of part no. 237 949 (equal with 237 948), 6237948 or 6237949 legal. Surface (1) is not machined and must show cast surface. Measurement from centre of balance shaft to outer diameter of fly weight of balance shaft at defined length must not be lower than specified for 237 949 (equal with 237 948). The minimum weight of the dry balance shaft must not be lower than: 255 grams for balance shaft ROTAX part no. 237 949 (equal with 237 948), 6237948 or 6237949.



Implementation: *Immediate (force majeure)*

Reason: Update from Rotax. Engines with this change are already in NZ.

Rule N14.14 Rotax Max Junior PISTON and RING

Replace the current Rule with the following:

N14.14 PISTON and RING: Original, coated, aluminium, cast piston with one piston ring. The piston has to show on the inside the cast wording "ELKO" and "MADE IN AUSTRIA". Machined areas are: Top end of piston, outside diameter, groove for the piston ring, bore for the piston pin, inside diameter at bottom end of piston and some pre-existing factory removal of flashing at the cut out of the piston skirt. All other surfaces are not machined and have cast surface.



Original, magnetic, rectangular piston ring.

Ring height : 0.98 +/- 0.02 mm

Piston ring is marked either with "ROTAX 215 547", "ROTAX 215 548" or "ROTAX 215548".



"Window" type piston as delivered in the early days of production is no longer legal to be used. Any mechanical treatment or overwork is forbidden, changing the original surface is illegal (e.g. removal of carbon deposits).

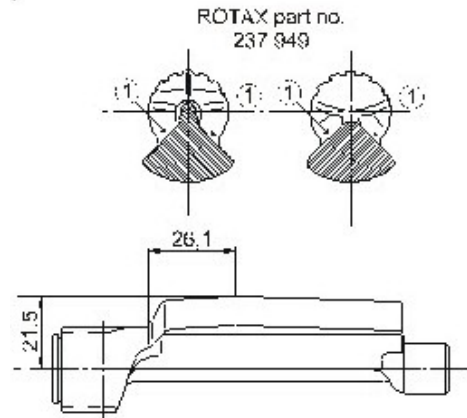
Implementation: *Immediate (force majeure)*

Reason: Update from Rotax. Engines with this change are already in NZ.

Rule N14.22 Rotax Max Junior BALANCE SHAFT

Replace the current Rule with the following:

N14.22 BALANCE SHAFT: Balance shaft and balance gears must be installed. Configurations of part no. 237 949 (equal with 237 948), 6237948 or 6237949 legal. Surface (1) is not machined and must show cast surface. Measurement from centre of balance shaft to outer diameter of fly weight of balance shaft at defined length must not be lower than specified for 237 949 (equal with 237 948). The minimum weight of the dry balance shaft must not be lower than: 255 grams for balance shaft ROTAX part no. 237 949 (equal with 237 948), 6237948 or 6237949.



Implementation: *Immediate (force majeure)*

Reason: Update from Rotax. Engines with this change are already in NZ.

Rule N16.14 Rotax DD2 PISTON and RING

Replace the current Rule with the following:

N16.14 PISTON and RING: Original, coated, aluminium, cast piston with one piston ring. The piston has to show on the inside the cast wording "ELKO" and "MADE IN AUSTRIA". Machined areas are: Top end of piston, outside diameter, groove for the piston ring, bore for the piston pin, inside diameter at bottom end of piston and some pre-existing factory removal of flashing at the cut out of the piston skirt. All other surfaces are not machined and have cast surface.



Original, magnetic, rectangular piston ring.

Ring height: 0.98 +/- 0.02 mm

Piston ring is marked either with "ROTAX 215 547", "ROTAX 215 548" or "ROTAX 215548X".



"Window" type piston as delivered in the early days of production is no longer legal to be used.

Any mechanical treatment or overwork is forbidden, changing the original surface is illegal (e.g. removal of carbon deposits).

Implementation: *Immediate (force majeure)*

Reason: Update from Rotax. Engines with this change are already in NZ.

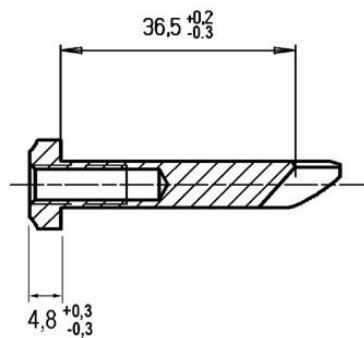
Rule N16.18 Rotax DD2 EXHAUST POWER VALVE

Replace the current Rule with the following:

N16.18 EXHAUST POWER VALVE: If the piston is moved in direction top of cylinder and first time covering completely the exhaust port, it must be possible to insert the exhaust valve gauge (ROTAX 277 030) until it stops at the surface of the cylinder (a feeler gauge of 0.05 mm must not be possible to fit in at any area around).
Modifying the exhaust valve gasket (ROTAX 250 231) between the cylinder and the power valve housing is illegal.



As supplied by the manufacturer with no modification allowed. Two versions of original exhaust valve systems (pneumatic/electronic timed) are legal to be used.
Both systems have to be used as supplied with all components fitted.
Length of the exhaust valve (item 4 of pneumatic timing, item 2 of electronic timed exhaust valve) is 36,5 mm $+0,20$ mm/ $-0,30$ mm.
Width of collar is 4,8 mm $+/-0,3$ mm



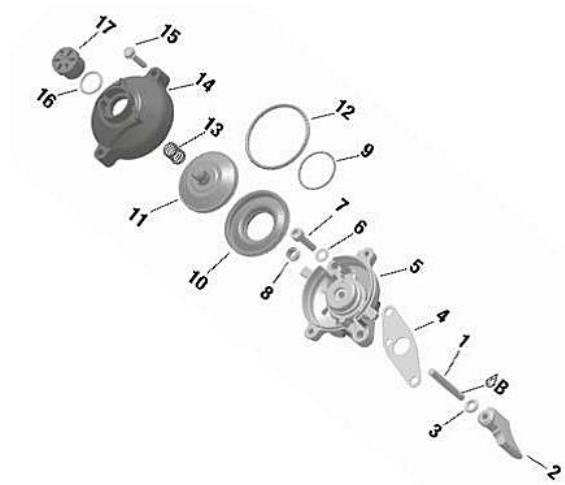
Green colored exhaust bellow (item 11 of pneumatic timed exhaust valve, item 10 of electronic timed exhaust valve, Rotax part no. 260 723) only is legal to be used.

Version 1, pneumatic timed exhaust valve.

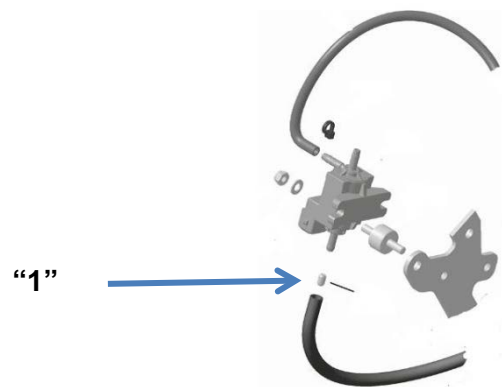


Version 2, electronic timed exhaust valve (EVO)
(crankcase positive pressure used to open exhaust valve)

Spring (13) outside the exhaust valve piston (11)



O-ring (item 3) maybe either black (6x3mm) or red (6x2.5mm).



To fit the impulse nozzle "1" into the pressure hose is an allowed adjustment.
The direction of the impulse nozzle inside the pressure hose is free.

Implementation: *Immediate (force majeure)*

Reason: Update from Rotax. Engines with this change are already in NZ.