

#013

7 September 2010



## Rule Update 2010-10

Published 2-9-10

**Rule Update 2010-10** regarding updated fees/prices due to the **GST** increase, effective 1-10-10, has just been published on [www.kartsport.org.nz](http://www.kartsport.org.nz) [CLICK HERE](#).

If you want to beat the rise in GST, renew your Licence and transponder lease before 1-10-10.

If you wish to purchase your transponder and pay no more lease fees you can do so by paying \$380 less the deposit \$120 = \$260. Contact [admin@kartsport.org.nz](mailto:admin@kartsport.org.nz)





The [2010 Mi Sedaap ProKart Series](#) kicks off on TVNZ's [Skoda Game On](#) programme on Sunday September 19 on ONE at the mighty [KartSport Wellington CRC Raceway](#).

With top drivers battling it out in the international KZ2 gearbox class and numbers growing every round all you armchair racers can sit back in the comfort of your own lounge and lap up the action as our drivers rip up the country.

Take a close look at the 12-17 year old KF3 class drivers and be amazed with the level of dicing and pure race craft the youngsters show in this wicked international Junior class.

#### Screening Times: Skoda Game On

Sept 19 – 12.45pm

Sept 26 – 1.00pm

Oct 3 – 2.00pm

Oct 10 – 1.30pm

Oct 17 – 1.00pm

All times are subject to change please consult television guides for final broadcast details.



## TECH TALK

from John Lennox  
National Technical Officer

#### Tech Seminar Wellington ....

A Technical Seminar is being held on 4-5 December 2010 in Wellington. All KartSport New Zealand Technical Officers are expected to attend. The objective of this Seminar is to provide an opportunity for collective training of all Technical Officers to ensure a common level of competency, consistency and understanding. The Seminar will provide workshops across the four main engine types – Raket 85, Yamaha KT100, Rotax Max and KF3/KZ2. In addition there will be a session on the role and responsibility of the Technical Officer, measuring equipment and using the right tool for the job, along with a specific session on sport psychology, people management and handling conflict. If you are thinking about becoming a Technical Officer and think you would

benefit from attending this seminar you should contact your Club. If your Club is prepared to help pay for your attendance, your Club should contact me directly to see if attendance can be arranged.

**Substances on Tyres.....**

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 though 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. If you are using chain lube, CRC or aerosol products of any kind on or around your kart please ensure that these products do not inadvertently come into contact with your tyres – especially fuel when refuelling.

**TranX160**



# Race Control & Permit News

from Tarnia Richardson  
National Race Control Advisor and Permit Dept.

**Grid Draws**

Grid Draws seem to cause some confusion sometimes as to how they work. So I thought I would give an example of 4 heats for 12 karts. There is a random grid draw done from the entries for the first heat.

As you can see no matter where you start they all add up to the same number. As well as this the driver on pole has a last and a couple of mid field grids, this also works in the reverse on driver 12 in the first heat. You will also notice that most drivers also have two even and two odd grids.

They are not able to be manipulated. As a driver you are more than welcome at most tracks to watch how this is done.

Kart No	HEAT 1	HEAT 2	HEAT 3	HEAT 4	
	1	9	4	12	<b>26</b>
	2	11	5	8	<b>26</b>
	3	7	10	6	<b>26</b>
	4	12	1	9	<b>26</b>

	5	8	2	11	<b>26</b>
	6	3	7	10	<b>26</b>
	7	10	6	3	<b>26</b>
	8	2	11	5	<b>26</b>
	9	4	12	1	<b>26</b>
	10	6	3	7	<b>26</b>
	11	5	8	2	<b>26</b>
	12	1	9	4	<b>26</b>

### **Kart Numbers – Section L2**

Trying to read the numbers as the karts go by and write them down is a skill and it is extremely frustrating when Driver's don't check them after each race. The transponder system allows all races to have timing, professional results at the venue and posted worldwide. However the volunteers in the tower still need to be able to read kart numbers.

Your kart number & clean plate is the most important detail to you being counted as being on the track and in the results.

**Number Size Rule L2.3** – Only Futura Condensed Bold numerals (not italics) will be accepted. Minimum height 120mm with 25mm minimum brush stroke.

**New Drivers Rules D3.2 and G1.6** - Must display a large (adhesive tape is acceptable) black cross "X" on an additional white rear number plate until a KartSport New Zealand race Official has awarded the driver a "C" Sprint rating or a "B" Road rating respectively. Please note – a separate white rear number plate with the "X" on it, not the same number plate as your number with the "X" over the top.

### **Permits:**

The permit applications are always trickling in which means Driver's are given great meetings to attend throughout New Zealand. Many thanks to the Clubs who organise their paperwork well in advance. There is considerable work that goes into organising these events to allow a variety of formats with different ratings and status to the Club days. Also travelling to other tracks is great experience for the Driver and Mechanic.

Standardised Supplementary Rules are now being used by all Clubs. Once again this is to make the Club's job easier and enable the Driver's to quickly find the information they require.

### **2011 Event Calendar:**

Following along from E line #11, I have compiled a Draft 2011 Calendar for both the North & South Islands respectively. At Conference, Clubs agreed there needed to be a break on Permitted

meetings leading up to Hosted Events to give Competitors, Officials and the Trade preparation time.

This is a great new initiative by the Clubs for everyone concerned.

A small number of Clubs are being asked to confirm what they put on the board at Conference taking into account the discussion and it is hoped to have a draft 2011 Calendar available in the near future.

There is still concern from the Executive that some Clubs will continue to struggle with the number of permitted meetings and club days (particularly in the North Island) and with finding the Officials and Technical staff to make the meetings happen.



## Reminder

- Mobil Pump Petrol has been removed from Rule L4.1 until further notice due to ethanol blends being sold by some Mobil outlets.