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2 December 2014



New Rotax Engines: Surprised, Excited & Concerned!



Update further to [KartSport New Zealand Statement of 30-11-14](#).

KartSport New Zealand has experienced unprecedented inquiry from members who are concerned with the announcement of a completely new generation of Rotax EVO engines by manufacturer BRP and, like our members, we share these concerns, the excitement and the opportunity this new development presents for karters in New Zealand.

Clearly the new product is a huge step up on what is now a 17+ year-old design and addresses many of the performance, reliability and parity issues existing owners have faced.

Rotax have rightly made a major change as they look to address heavy competition faced in global TaG markets around the world from new product from Vortex, IAME, PRD, etc. There are two harsh realities however to the New Zealand environment; Rotax enjoy a unique position of being a stand alone single designation engine in (now seven) classes for competition in New Zealand and we are a miniscule market by world standards.

Clearly this represents both an opportunity and a threat for existing KartSport New Zealand members who own a Rotax engine(s). There is no doubt that those with the available budget or backing will be eager to embrace the latest performance and technology while those with more limited funds will be seeking to protect their existing ability to compete on a *level playing field*.

With what is essentially new classes of engines we have much to review and discuss:

Is it time to follow world markets and open the existing Rotax class designation to a full TAG class or other *one brand* engine classes?



Does KartSport New Zealand simply open the door to not just the new Rotax EVO engines but also the proposed new Rotax EVO multi parts upgrade options presented by BRP that would allow a plethora of mix and match performance choices for both karters and officials to manage and control?



Do we wait 6, 12 or 18 months and see what the real results and impacts are of the new engines in global markets before taking a measured approach that best suits our grass roots and at the same time ensures existing parity for elite drivers?



There is much to consider and all this strikes KartSport New Zealand (and other ASN's around the world) out of the blue when we are already deep in major structural changes with a ground breaking new set of Judicial Code rules about to be implemented along with massive training for officials and karters.



We are also heavily committed with our limited resource to our existing number one priority: the extremely important Clubman Classes Engine Review where we are urgently looking to address the demise of the Yamaha classes and options for an affordable Club Class engine for Junior and Senior members.

A decision will not be rushed. At this stage all we ask is karters be patient and respect the fact that KartSport New Zealand will weigh up all the factors as we address the age old dilemma of new versus old, elite versus grass roots, manufacturer commercial imperatives versus karters financial realities. We will work with all interested parties to find a timely solution that continues to deliver Safe-Affordable-Fun for our members nationwide.



Graeme Moore

National President



Vintage Karting Embraced



With Vintage Karting New Zealand (VKNZ) the latest Club to affiliate to KartSport New Zealand, work has progressed with speed to embrace the genre and allow authorised and sensibly managed inclusion of Vintage karts into existing KartSport New Zealand events and for VKNZ to develop their own stand alone events.



Extensive review research and creativity has been undertaken with a working group led by KartSport New Zealand President Graeme Moore and including VKNZ President and KartSport New Zealand Life Member Mark Jenkinson, KartSport New Zealand Life Member Laurie Lester and KartSport New Zealand's Chief Scrutineer Warwick Parkes to formulate a simple set of rules that now gives clarity and compliance to this exciting new opportunity to enjoy karting's yesteryears on today's tracks.



With a number of Clubs eager to host Vintage Demonstrations it was imperative we developed a *Safe-Affordable-Fun* set of guidelines that allows our members to experience both the spectacle and the thrill of seeing these fantastic heritage machines enjoyed on track by both young and old karters around the country.

[CLICK HERE](#) for detailed Vintage Rules



[CLICK HERE](#) for Vintage Licencing Rules



Practice Makes Perfect



New Practice Licences effective 01 January 2015.

Following a review of KartSport New Zealand's insurance and coupled with the soon to be released new Health and Safety requirements for Clubs and volunteer organisations, the decision has been made to introduce a Practice Licence for a nominal fee of \$30 per annum. This new Practice Licence and fee is solely for those karters who are at the early stages of trying KartSport and who do not wish to move straight to a full Competition Licence.

The advantages for all are that these karters will now be covered under our insurances and, more importantly, so will the host Club and its administrators and volunteers. It also allows KartSport New Zealand to embrace and communicate with these *practice only* karters and ensure that all participants, when on track with other existing KartSport New Zealand members, fall under our common universal compliance especially in terms of safety matters including apparel, equipment etc. Practice Licence members will be encouraged to move to full Competition Licence status and the Practice Licence fee will be able to be credited against the cost of a full Competition Licence.

[CLICK HERE](#) for Practice Licencing Rules



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New Licence Rating System 2015

From the 1st January, 2015, the A and B rating is being replaced with the new Tier 1 licence rating and the C rating is being replaced with the new Tier 2 licence rating.

Race Officials around the country have been asked to start the process of amending the licence ratings of all existing A, B and C licence rating holders.

If you currently race the **ClubSport 120** classes and you plan to continue doing so make sure you are only given a Tier 2 rating.

The new licence rating assessment process is no longer a single assessment like the previous system. You will see from the [Flow Chart](#) that up to four successful assessments are required but this depends on the option selected by the driver before the new licence rating will be awarded and finally signed off at the back of the licence like we do now.

There is also provision for drivers to reduce the number of race day assessments for both Tier 2 and Tier 1 licence ratings if they attend the appropriate [ACADEMY](#) course.

You will have to plan ahead if you need a licence rating for a particular event because the **10**

day licence rating sign off still applies.

The days of licence rating downgrades when a karter moved from say Junior Restricted to the Junior class will no longer apply, ie. a Cadet driver once he/she attains a Tier 1 licence rating will keep that rating through all the other classes they contest including the Senior class.

All the Race Officials are familiar with the new assessment process which is now more of a results based outcome than the previous system.

If you wish to start the process for a licence rating assessment approach your local Race Officials with your request as you do now.

Refer to [Rule Change Issue #2014-5](#) and read the Reason/Background/Explanation to the licence rating rule changes.

The new Rules will be in the 2015 Manual.

Colin Harris
National Steward



Office Xmas Break

The KartSport New Zealand Office will be closed for the Xmas/New Year Break **from 24-12-14 to 9-1-15 inclusive.**

IE: The Office will reopen on **Monday 12-1-15.**

If your Licence expires during this period and you wish to race during January we strongly recommend you do your renewal prior to 20-12-14 so that we can process your renewal before Xmas.

[CLICK HERE](#) to renew on-line



Rule Updates

Issues 2014-7, 2014-8 and 2014-9

The KartSport New Zealand Executive has released **Rule Updates Issues 2014-7, 2014-8 and 2014-9.** These Issues contain clarifications regarding the Vortex Kiwi Mini ROK, updated Judicial Rules and driving code, new Vintage rules and new Vintage and Practice rules. Some of the clarifications are effective immediately.

To view [CLICK HERE](#)

