

**Extract: Rounds 22 and 23 Section from Executive Minutes
19 and 21 August 2011**

Rules Round 23

AK presented a summary of Club responses to Rule Proposals Round 23 together with the Sub-Committee's recommendations. Responses from:

Mt Wellington, Whangarei, Nelson, Canterbury, Marlborough, Taranaki, Formula S, Hawkes Bay, Wellington, Tokoroa, Auckland, Dunedin, Manawatu, Rotorua, Bay of Plenty, SuperKart Drivers, Southland

Variation to Rule C6.3 Appeal Procedure from KartSport Taranaki

Club response:

For 8, Against 7, Abstain 1, No response/late 5

Sub Committee recommendation: Not supported

Following discussion regarding issues this would cause for prize givings and compliance with the International Sporting Code it was moved **Kinsman/Moore** to accept the Sub-Committee's recommendation. *Carried*

New Rule G1.15 Revving Kart engines in pits from KartSport Taranaki

Club response:

For 8, Against 9, Abstain 0, No response/late 4

Sub Committee recommendation: Supported with a phase in period.

Following discussion regarding noise issues it was agreed that a leadership position was required by the sport and it was moved **Kinsman/Hickey** to add the following new Rules:

New Rule G1.15 Revving Kart Engines

Affiliated Clubs will designate an area or areas for the revving of kart engines. This/these areas will be placed in an appropriate area away from the main pit area where other competitors are pitting and away from the general public. Competitors will be required to follow instructions from the host Club regarding revving engines in these designated areas. Failure to follow these instructions may result in exclusion from the meeting.

Carried

Implementation: 1-1-12 all KartSport New Zealand hosted events
 1-1-13 all permitted events
 1-1-14 all events.

KartSport New Zealand Track and Complex Code

New Rule 3.16 Engine Revving Area

3.16 ENGINE REVVING AREA

An area (minimum size 80 square metres) must be designated and sign posted for the revving/warming up of engines. This area must be away from the pit area and spectator areas. (See Rule G.15).

Carried

Implementation: 1-1-12 all KartSport New Zealand hosted events
 1-1-13 all permitted events
 1-1-14 all events.

Reasons: Round 23 proposal supported by 8 Clubs. Executive supports this proposal, but with phase in as noted. This is definitely a matter of health, safety and enjoyment (noise intrusion) with excessive revving now a regular practice.

This is harmful to the hearing of both the competitors revving their engine and the other competitors who are unfortunately pitted beside these revving engines. The rear wheels spinning at high speed is also a safety issue. KartSport New Zealand has stopped the practice of revving and skidding wheels on the dummy grid and this will follow on from that. KartSport Auckland has an area for this and our club has run this in recent time with great success. The competitors at Taranaki including the Gold Star round followed this system very successfully. All clubs encouraged to participate sooner.

Variation to Rules L2.1 and L2.2 Number Plates from KartSport Mt Wellington

Club response:

For 10, Against 8, Abstain 1, No response/late 2

Sub Committee recommendation: Not supported

Following discussion regarding analysis of responses from Clubs to the two changes in the proposal it was agreed to support the change to Yellow plates but resubmit the Black plates proposal to the next Rules Round.

Action: AK

It was moved **Kinsman/Hickey** to replace Rules L2.1, L2.2 and L2.6 with the following:

L2.1 Number Plates and Numbers must comply with these specifications. Number Plates **MUST** be yellow with black numerals.
Material: Non metallic
For exceptions (Rules L2.2 and L2.9)

Carried

Implementation: 1-1-12

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. Competitors who have been officially placed 2nd or 3rd at a National Sprint or Superkart Championship respectively may run a yellow number plate and the number that corresponds to their placing at that event during the term of holding the title when racing in the class that they have placed in that National title.

The current NZ SuperKart Yamaha/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.

Carried

Implementation: 1-1-12

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.

International Class Superkarts only - 250mm x 250mm.

Carried

Implementation: 1-1-12

Reasons: Round 23 support from Clubs. Change to Yellow plates for all will enable use of yellow plate areas standard on a number of kart OEM bodywork decals.

Variation to Rule J2.3 Starting from A Kinsman on behalf of the Executive

Club response:

For 11, Against 6, Abstain 0, No response/late 4

Sub Committee recommendation: Supported

Following discussion it was moved **Kinsman/Hickey** to replace the first two paragraphs of Rule **J2.3 ROLLING START** with the following:

J2.3 ROLLING START: Karts must form on the pit grid in their allocated grid positions.

Pit Marshal will advise 'Start Motors'. Single motors have thirty seconds, twin motors sixty seconds in which to start. Drivers failing to start a motor must indicate with one arm raised. On reaching the time limit specified or before if all motors are fired, the Pit Marshal will indicate move out. Karts which fail to start within the specified time limit cannot leave the pit grid after the rest of the field has left the pit grid and commenced the rolling lap. The rolling lap commences when the rest of the field has crossed the No-Go line for the first time

Carried

Implementation: 1-1-12

Reason : Support from Clubs in Round 23. Competitors with clutches starting correctly are being disadvantaged when others fail to start.
It is felt 1 minute is too long to hold an entire field, and 30 seconds a more fair and reasonable time frame for all concerned.(sixty seconds for two engines).
This is of particular relevance in the Cadet and JR fields where karts are being lifted to ensure the engine can be cleared so it does not foul.

Variation to rule R1.12 CIKT Licence Rating from A Kinsman on behalf of the Executive

Club response:

For 12, Against 5, Abstain 0, No response/late 4

Sub Committee recommendation: Supported

Following discussion it was moved **Kinsman/Hickey** to replace this section of the Rule as follows:

Rule R1.12 GROUP A EVENTS Licence Rating Requirement

Licence Rating Requirement:

- NZ Sprint Championships – A Sprint
- CIK Trophy of NZ - B Sprint. Challenge Cup - B Sprint
- Island Sprint Championships - B Sprint (*Note subject to review following 2011 Island Championships*)
- NZ SuperKart Championships and Grand Prix - A Road or B Sprint with at least one Road observation.

Note: At NZ Sprint, CIK Trophy of NZ and Island Sprint events the Blue and Red Double Diagonal Flag will be used.

Carried

Implementation: 1-1-12

Reason: Support from Club in Round 23. The Executive have successfully given dispensation in the past two years for the CIK Trophy Classes to be B rated. It will enable “series” to race within this event. This allows for building bigger and better events, and eases calendar congestion.

NOTE: With the use of the blue and red double diagonal flag.

Additions to the Track and Complex Rating Code from A Kinsman on behalf of the Executive.

Club response:

For 3, Against 12, Abstain 1, No response/late 5

Sub Committee recommendation: Supported for new and renovated Tech Areas only

Following discussion and receipt of revised dimensions (via National Technical Officer) it was moved **Kinsman/Moore** to replace the respective rules in the KartSport New Zealand Track and Complex Code with the following:

Technical Area Requirements

The intention for these changes is for them to only be required for current track ratings should a Club be upgrading their facility or building a new area within their facility.

Implementation : *For all upgrades and new construction.*

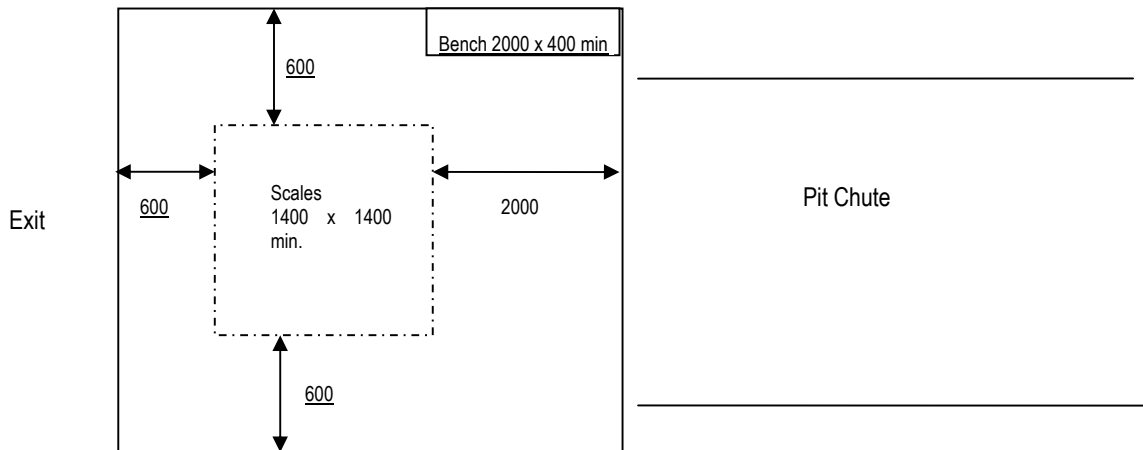
Reason for all: Provide improved standard for upgraded and new facilities.

NOTE: The drawing dimensions have been modified following Round 23 based on feedback from Clubs.

PITS

3.5. SCUTINEERING SHED and SCALES AREA

- Minimum of 18 square metres. Karts must flow from the pit chute, through the shed area and over the platform scales to the shed exit as per suggested layout below.



- A roof will be sufficient but a wall to protect officials in inclement weather is recommended.
- The shed will have the scales and a small bench of 2000 x 400mm minimum.
- Power must be included with a minimum of two 3 pin outlets available above the bench.
- Lighting must be adequate.
- A stand is to be provided to place karts on for scrutineering.

Rating

- A** Yes but must have walls on at least 2 sides.
- B** Yes but must have walls on at least 2 sides.
- C** Yes
- D** NA

3.7. TECHNICAL ROOM

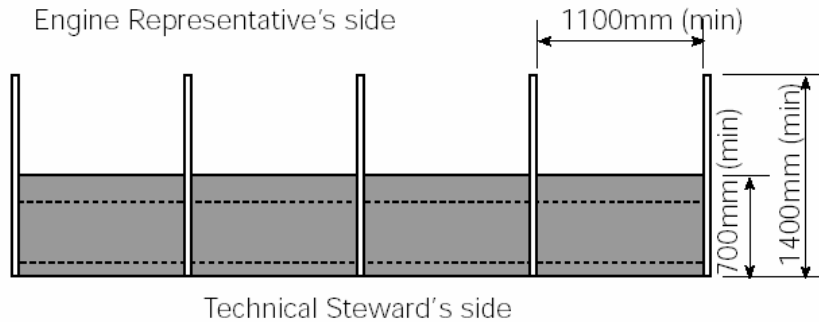
- 1 To be in close proximity to the scrutineering/scales shed and is to be a room of 20 sqm minimum size for A and B rating and 16 sqm minimum for C rating. Power must be included with a minimum of two 3 pin outlets available.
- 2 The Technical Room must be a permanent structure and totally secure and private with access via one entry only.
- 3 Overhead lighting must be adequate with dual florescent tube fittings recommended. One desk type flexible neck inspection lamp must be provided for each inspection bay.
- 4 An island type work bench allowing the Technical Officer and the Engine Representative to work on opposite sides. A shelf under the bench must be included for the Technical Officers equipment
- 5 A bench behind the Technical Officers side, 400mm min width, is recommended and required for A rating.
- 6 Booths that separate the Engine Representatives but open on the Technical Officers side to allow communication between the Technical Officers. (See drawing below).
- 7 A black/white board and chalk/pen for the Technical Officers to inform competitors who are required for technical inspection. There must be a designated point for this board to be displayed in close proximity to the Technical Room.
- 8 A secure area must be provided in close proximity to the scrutineering/scales area for the holding of surrendered equipment during the competition. This area must be at least 6 cubic meters in size with appropriate shelving.
- 9 The Technical Room may not be used for any other purpose until after the completion of all technical inspections.

Rating

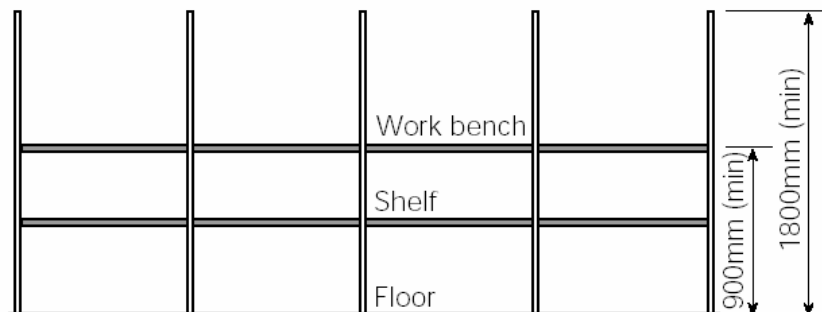
- A All of the above with minimum of 4 booths.
- B All of the above (except item 5) with minimum of 4 booths.
- C All of the above (except item 5) with minimum of 3 booths.
- D Designated technical area

Changes to drawing dimensions

(Note: 1100mm min width for any new booths, 1000mm for existing)



Plan View



Elevation View

3.8. STEWARD'S ROOM FOR HEARINGS

- A room must be made available at all times for the hearing of protests and or official's meetings. It must be easily accessible and have adequate lighting.
- The room must contain a table, 8 chairs, a white or black board (1 metre square min), and capable of accommodating a minimum of 8 persons comfortably.
- The room must be available at all times throughout the event.
- This room must not be used in any way for storage.
- It is highly recommended and desirable, if practical, for all A and B ratings that the Stewards Room, Technical Room and Scritineering/Scales Shed are in close proximity to each other and where possible interlinked.

Rating

- A** As above (Must be a permanent building).
- B** As above (Must be a permanent building).
- C** As above.
- D** Must be a designated area.

3.13. IMPOUND AREA

- 1 An area is to be available for holding karts after the final race prior to technical inspection in complete security.
- 2 The designated area must be capable of holding 18 karts plus provide access for technical inspections and removal of engines (approx 72 sqm being 12x6m or 9x8m for example.)
- 3 This area must be adjacent to the pit chute and scrutineering/scales shed, outside the designated pit area and be secure to the point where only officials have access.
- 4 Karts must be taken to the impound area from the exit side of the scales area securely and unimpeded. Karts must not access the impound area by going backwards over karts coming into the scales area.
- 5 For A and B ratings the impound area must be adjacent to the Technical Room with secure access between the two.

<p>Rating</p> <p>A Permanent facility as above.</p> <p>B Permanent facility as above.</p> <p>C A temporary designated area as required.</p> <p>D NA.</p>

Carried 6-1

Round 22 Proposals submitted to 2011 National Conference for Discussion

Rule E.3.15 Rotax Junior Max to Championship status proposed by Mt Wellington

Referred to Conference from Executive Meeting, May 2011.

Following discussion by Clubs at Conference a show of hands indicated 6 in favour, 11 against.

Following discussion it was moved **Kinsman/Moore** that the proposal not be supported.

Carried

New Rule P6 Championship Event Protection submitted by A Kinsman on behalf of Executive

Referred to Conference from Executive Meeting, May 2011.

This issue was addressed during the Calendar presentation (**GM**). General support for pre NZ Sprint protection – no permitted events in two weekends prior.

Action: GM to include in revised Permits Rule rewrite.