

KARTSPORT NEW ZEALAND INCORPORATED

KartSport New Zealand Inc is recognised as the organisation controlling all kart racing in New Zealand. It consists of a number of clubs and persons who are themselves affiliated or registered with KartSport New Zealand Inc.

KartSport New Zealand Inc has a signed agreement of mutual recognition of our organisation by the national body controlling four wheeled motor sport in New Zealand, Motor Sport New Zealand Inc. (MSNZ). Through MSNZ affiliation to the Commission Internationale de Karting (CIK/FIA), we, KartSport New Zealand Inc are delegated the authority for control of karting in New Zealand by the Commission Internationale de Karting (CIK/FIA).

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2012

JANUARY						
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2013

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Cover photo courtesy
Ross Mackay

Note 1

New and revised content is highlighted with underlining.

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CHAMPIONS

2011 New Zealand SuperKart – Manfeild

100cc Yamaha	Not Contested
125cc Rotax Max Light	Gareth Playle
125cc Rotax Max Heavy	Warwick Dunn
National	Regan Anisy
International	Karl Wilson

2011 New Zealand SuperKart Grand Prix – Manfeild

Yamaha/Rotax	Clayton Merz
Open	Karl Wilson
Pommie Trophy	Karl Wilson

2011 New Zealand Sprint – Southland

Cadet	Marcus Armstrong
100cc Junior Restricted Yamaha	Thomas Joyes
100cc Junior Yamaha	James Penrose
KF3	Alex Webb
100cc Yamaha Light	Daniel Kinsman
100cc Yamaha Heavy	Simon Hunter
KF2	Not Contested
125cc Rotax Max Light	Daniel Connor
125cc Rotax Max Heavy	Lane Moore
Formula 125S	Not Contested
KZ2	Ryan Urban
Open	Daniel Bray

2011 CIK Trophy of New Zealand – Wellington

KF3	Aaron Marr
KF2	Not Contested
KZ2	Karl Wilson

Challenge Cups

Cadet	Kaleb Ngatoa
100cc Junior Restricted Yamaha	James Webb
100cc Junior Yamaha	James Penrose
100cc Yamaha Light	Daniel Kinsman
100cc Yamaha Heavy	Shaun Reay
125cc Rotax Max Light	Not Contested
125cc Rotax Max Heavy	Not Contested
Formula 125S	Not Contested

2011 New Zealand Dirt – Event Not Contested

CHAMPIONS

2011 New Zealand Schools – Hamilton

Cadet	Caleb Cross
100cc Junior Restricted Yamaha	Thomas Ingram
100cc Junior Yamaha	Maddison Wise
Formula Junior	Reid Harker
100cc Yamaha Light	Arie Hutton
100cc Yamaha Heavy	Not Contested
125cc Rotax Max Light	Paul Blomqvist
125cc Rotax Max Heavy	Not Contested

KartSport New Zealand Island Champions

2011 North Island SuperKart – Event Not Contested

2011 North Island SuperKart Grand Prix – Event Not Contested

2011 South Island SuperKart – Event Not Contested

2011 South Island SuperKart Grand Prix – Event Not Contested

2011 North Island Sprint – Hawkes Bay

Cadet	Caleb Cross
100cc Junior Restricted Yamaha	Jacob Cranston
100cc Junior Yamaha	Josh Drysdale
KF3	Josh Drysdale
100cc Yamaha Light	Ryan Urban
100cc Yamaha Heavy	Aaron de Ridder
KF2	Not Contested
125cc Rotax Max Light	David Sera
125cc Rotax Max Heavy	Zach Zaloum
Formula 125S	Not Contested
KZ2	Daniel Bray
Open	Daniel Bray

2011 South Island Sprint – Nelson

Cadet	Jacob Mitchell
100cc Junior Restricted Yamaha	Thomas Joyes
100cc Junior Yamaha	Jordan McDonnell
KF3	Not Contested
100cc Yamaha Light	James Penrose
100cc Yamaha Heavy	Not Contested
KF2	Not Contested
125cc Rotax Max Light	Christopher Cox
125cc Rotax Max Heavy	Hamish Cross
Formula 125S	Not Contested
KZ2	Andrew Knight
Open	Matthew Straker

KARTSPORT ACADEMY



KARTSPORT ACADEMY

Here's what past graduates of the course have said:

"The coaches were knowledgeable and really supportive, they found time to give everyone personal attention. The blend of theory and track time was spot on"

"I know that I'll be faster because I've attended this course"

"I have learnt as much if not more than my driver"

"Worth every cent, every bit of the day was beneficial in some way or another"

Overview:

- KartSport New Zealand has developed a ground breaking driver training and development system for KartSport New Zealand members
- Commencing with "Entry" level, through "advanced" and finishing with "high performance" for our Elite drivers

Explore and Learn Driver Development:

- The "Explore and Learn" course as stage one of the Academy enables new members of all ages and their guardians to come to grips with the entry level driving skills and essential kart set-up requirements of the sport.
- Competitive karting has challenging barriers to entry for those without prior experience and this is a step by step program that can be "coached" and supported by clubs throughout the nation.
- The entry level program was launched November 2007 and trained over 25% of cadet drivers in year one

Hotshots Driver Development Program for A & B rated drivers:

- The Hotshots program is highly regarded by those seeking to fine tune their skills for competition in the major island series and Nationals
- The Hotshots courses are a day and a half long and are limited to a select few premier tracks in New Zealand. This allows drivers competing in premium events to have an opportunity to learn new skills and techniques on the track where their next big competition is being held. It also provides the confidence for B rated drivers to step up to A grade competition.
- Each Hotshots course will have a maximum of 20 students with very small numbers in each group so each student will receive lots of personal attention and the ability to guide their own learning.
- The Hotshots course covers advanced driving techniques and advanced kart set up. In addition the skilled coaches will address specialist subjects; mental preparation, qualifying, race strategy, nutrition and fitness.
- The driving coaches will be current and former national champions. All have national and international experience at the highest level and it is this knowledge that they pass on to our future champions

Enquiries:

For more information, dates/venues of Academy programmes and booking information go to -

www.kartsport.org.nz

Click on the KartSport Academy logo.

KARTSPORT ACADEMY



Academy Patron

Wade Cunningham
2003 CIK-FIA World Karting Champion

Academy Director

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LIFE MEMBERS

PAST AND CURRENT MEMBERS HONOURED WITH LIFE MEMBERSHIP of KARTSPORT NEW ZEALAND INCORPORATED

Mr R A Pringle, Geraldine	Appointed 1964
Mr D Sinton, Auckland	Appointed 1965
Mr E Chown, Te Kauwhata	Appointed 1966
Mr R Dixon, Palmerston North	Appointed 1970
Mr N Crawford, Auckland	Appointed 1973
Mr O Mildon, Auckland,	Appointed 1977
Mr I J Love, Christchurch	Appointed 1983
Mr R Triplow, Levin	Appointed 1984
Mrs N Triplow, Levin	Appointed 1984
Mrs D Clark, Palmerston North	Appointed 1985
Mr L Lester, Havelock North	Appointed 1985
Mr I Hyndman, Levin	Appointed 1986
Mr M Jenkinson, Hastings	Appointed 1991
Mrs J Lester, Havelock North	Appointed 1992
Mr G R Harrison, Auckland	Appointed 1992
Mr N J Simpson, Auckland	Appointed 1997
Mr J Lennox, Auckland	Appointed 2000
Mrs L Love, Christchurch	Appointed 2000
Mr M Martin, Wellington	Appointed 2004
Mr R Cunningham, Auckland	Appointed 2007
Mr L Hickey, Napier	Appointed 2011



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Maurice Frost (Technical Training Co-ordinator)

Dave Robbie (Top Half area Co-ordinator)

Warren Riddick (WPKA area Co-ordinator)

Colin Smith (South Island Co-ordinator)

Colin Richardson (Chief Scrutineer & Chassis Supplier Co-ordinator)

Codes, Rules and Specifications Committee

Anita Kinsman (Chair), Richard Bethune, Wayne Croft, Jim McIntosh, Jeanette Smyth,

Simon Third

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- Malcolm Rasmussen
228 Main Road, Hope, Nelson
Email: Rasmussen@hotmail.com
Phone: 03 5440648
- Daryl Reeve

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- 8 McKenzie St, Blenheim 7201
Email: daryl.reeve@ihug.co.nz
Phone: 03 5787245
Mobile: 021 383671
- Graham Reid
511 Tramway Road, Tisbury, Invercargill 9812
Phone: 03 216 3646
- Aaron Rodgers
97a Taniwha Place, R D 2, Tauranga 3172
Email: speedtoaaron@hotmail.com
Mobile: 021 941160
- Garth Schlierike
28 Downing Ave, Napier
Email: schlierikefamily@clear.net.nz
- Kerry Smyth
4261 Great North Road, Glendene, Waitakere 0602
Email: hsv.920@xtra.co.nz
Phone: 09 8186455
Mobile: 0274 4832588
- Terry Stevens
Dunedin
Email: Terryss1@hotmail.com
- Mark Swetman
12A Linton Crescent, Matua, Tauranga 3110
Email: mark@oasisengineering.co.nz
Phone: 07 570 1551
- Keith Thomason
56A Barton Road, Hretaunga, Upper Hutt 5018
Email: keith@lascom.co.nz
Phone: 04 5282704
- Rodger Tinney
4 Lakeview Terrace, Huntly 3700
Email: b.t.m@xtra.co.nz
Phone: 07 8288342
- Philip Webster
18 Buick Street, Redwood Village, Blenheim 7301
Email: webster@kol.co.nz
Phone: 03 5788123
Mobile: 0274 408832
- Kurt Williams
55 Orion Street, Westbrook, Rotorua 3015
Phone: 07 344142
- Rainer Zeltwanger
32 Red Hills Road, Massey, Waitakare 0614
Email: euowest@xnet.co.nz
Phone: 09 832 3064
Mobile: 021 2663602
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KARTSPORT NEW ZEALAND INC AFFILIATED CLUBS

KartSport Whangarei

PO Box 552, Whangarei 0140

Business Coaching New Zealand Raceway, 162 Austin Road, Maunu,
Whangarei 0110

President: Richard Macey

Email: richard@tileroofing.co.nz

Secretary: Alan Hoare

Email: Alan@kartingplus-whangarei.com

Club Email: webmaster@whangareikartclub.com

Website: WhangareiKartClub.com

EFTPOS: Yes

Phone: 09 438 6580

Mobile: 021 708660

Phone: 09 430 0503

Mobile: 021 0488122

Alfano Strips: Yes |

KartSport Auckland

PO Box 334 095, Sunnynook, North Shore City 0743

Moselle Panel & Paint Raceway

124 Patiki Road, Avondale, Auckland

President: Steve Cox

Email: president@kartsportauckland.org.nz

Secretary: Lara Greaves

Email: secretary@kartsportauckland.org.nz

Club Email: club@kartsportauckland.org.nz

Website: www.kartsportauckland.org.nz

EFTPOS: Yes

Track Phone: 09 828 1543

Phone: 09 813 6880

Mobile: 021 927 823

Phone: 09 962 6149

Mobile: 027 56 36 011

Alfano Strips: Yes |

KartSport Mt Wellington

PO Box 62 119, Sylvia Park, Auckland 1130

Mt Wellington Raceway, 29b Tainui Rd, Mt Wellington

President: Neville Sinclair

Email: ncla@vodafone.co.nz

Secretary: Danny Gelb

Email: danny.gelb@mediate.co.nz

Club Email: enquiries@mwkc.org.nz

Website: www.mwkc.org.nz

EFTPOS: Yes

Track Phone: 09 570 5347

Phone: 09 535 2926

Mobile: 021 307 074

Phone: 09 521 2345

Mobile: 021 77 1919

Alfano Strips: Yes |

Formula S KartSport Club

c/- 9 Arthur Carmen Place, Pukekohe

President: Steve Brown

Email: steve.stemic@xtra.co.nz

Secretary: Kevin Storr

Email: kevans@atlasconcrete.co.nz

Club Email: kevans@atlasconcrete.co.nz

Phone: 09 239 0450

Mobile: 021 918 270

Phone: 09 239 1420

Mobile: 027 594 6506

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KARTSPORT NEW ZEALAND INC AFFILIATED CLUBS

KartSport Bay of Plenty

PO Box 10028, Bayfair, Mt Maunganui 3152
Fagan's Valley Raceway, 154 Alley Road, Te Puke
President: Deon Symes
Email: sportkid@xtra.co.nz
Secretary: Sue Moczydlowski
Email: suemoc@vodafone.net.nz
Club Email: info@bopkartclub.org.nz
Website: www.bopkartclub.org.nz
EFTPOS: Yes

Track Phone: 07 573 6330
Phone: 07 571 8041
Mobile: 027 546 9105
Phone: 07 543 3106
Mobile: 021 299 1128

Alfano Strips: Yes 2

KartSport Eastern Bay of Plenty

PO Box 153, Whakatane 3120
KartZone Raceway, College Road, Edgecumbe
President: Cliff Walsh
Email: president@kartsportebop.co.nz
Secretary: Graham Knight
Email: secretary@kartsportebop.co.nz
Club Email: secretary@kartsportebop.co.nz
Website: www.kartsportebop.co.nz
EFTPOS: No

Mobile: 021460066
Phone: 07 307 1338 wk
Mobile: 027 476 6094

Alfano Strips: Yes 1

KartSport Rotorua

PO Box 2194, Rotorua 3215
naming rights available Amoore Road, Mamaku, Rotorua
President: Rick Huston
Email: rickhuston@xtra.co.nz
Secretary: Anne Managh
Email:
Club Email: info@rotorukarters.co.nz
Website: www.rotorukarters.co.nz
EFTPOS: Yes

Track Phone: 07 332 5451
Mobile: 027 212 6642

Alfano Strips: Yes 3

KartSport Hamilton

PO Box 1537, Waikato Mail Centre, Hamilton 3240
Agrisea New Zealand Raceway, Airport Road, Hamilton
President: Wayne Bryant
Email: highoctane@vodafone.net.nz
Secretary: Wendy Joyes
Email: aceconcrete@xtra.co.nz
Club Email: hamkart@wave.co.nz
Website: www.hamiltonkartclub.co.nz
EFTPOS: Yes

Track Phone: 07 843 0293
Phone: 07 847 1603
Mobile: 021 0273 7805
Phone: 07 854 6703
Mobile: 027 494 2287

Alfano Strips: Yes 3

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KARTSPORT NEW ZEALAND INC AFFILIATED CLUBS

KartSport Tokoroa

PO Box 791, Tokoroa 3444

Bass Raceway, Moffat Road, Amisfield, Tokoroa

President: Brad Tyrrell

Email: pacifickartsportnz@ihug.co.nz

Secretary: Sheryl McIntosh

Email: jimsheryl@xtra.co.nz

Club Email: jimsheryl@xtra.co.nz

Website: www.kartsportwaikato.co.nz

EFTPOS: Yes

Track Phone: 07 886 0030

Phone: 07 8864195

Mobile: 021 575735

Phone: 07 886 4941

Mobile: 027 414 2625

Alfano Strips: Yes 3

Taumarunui Kart Club

PO Box 431, Taumarunui 3946

Jilesen Raceway, Bodys Road, SH 41, Manunui

President: Marteijn Jilesen

Email:

Secretary: Terri Taylor

Email: John-Taylor@xtra.co.nz

Club Email: John-Taylor@xtra.co.nz

Website:

EFTPOS: No

Mobile: 027 497 2234

Phone: 07 896 6397

Mobile 027 563 2058

Alfano Strips: No

KartSport Taranaki

PO Box 86, Taranaki Mail Centre, New Plymouth 4340

Todd Energy Raceway Joll Street, Waitara

President: Jason Wills

Email: jasonw@vodafone.co.nz

Secretary: Maurice Frost

Email: m.j.frost@xtra.co.nz

Club Email: m.j.frost@xtra.co.nz

Website: www.kartsporttaranaki.co.nz

EFTPOS: Yes

Phone: 06 751 00230

Mobile: 021 12481905

Phone: 06 758 8891 wk

Mobile: 027 440 3835

Alfano Strips: Yes 2

KartSport Manawatu

PO Box 1082, Palmerston North 4440

Manawatu Toyota Raceway Shmirriffs Road, Longburn

President: Tony Drysdale

Email: president@mkc.org.nz

Secretary: Lyn Hoare

Email: admin@mkc.org.nz

Club Email: admin@mkc.org.nz

Website: www.kartsportmanawatu.org.nz

EFTPOS: Yes

Track Phone: 06 354 5762

Phone: 06 355 2466

Mobile: 027 454 9595

Phone: 06 358 5169

Mobile: 027 202 7566

Alfano Strips: Yes 1

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KARTSPORT NEW ZEALAND INC AFFILIATED CLUBS

KartSport Hawkes Bay

PO Box 1137, Hastings 4156

ZM Raceway, 2158 Highway 50, Roys Hill, Hastings

President: Alan McNicol

Email: alanmcnicol@xnet.co.nz

Secretary: Sally Bridgman

Email: secretary@kartsporthb.co.nz

Club Email: secretary@kartsporthb.co.nz

Website: www.kartsporthb.co.nz

EFTPOS: Yes

Track Phone: 06 879 8160

Phone: 06 845 3528

Mobile: 027 870 1999

Phone: 06 870 0214

Mobile: 027 842 2385

Alfano Strips: Yes 2

KartSport Wellington

PO Box 38 484, Wellington Mail Centre, Lower Hutt 5045

CRC Raceway, SH2, Kaitoke Incline, Upper Hutt

President: Gary Wilson

Email: gary@gl1.co.nz

Secretary: Charmaine Jones

Email: jo.ke@xtra.co.nz

Club Email: club@kartsportwellington.co.nz

Website: www.kartsportwellington.co.nz

EFTPOS: Yes

Track Phone: 04 526 7563

Mobile: 021 543 787

Phone: 04 234 8900

Mobile: 027 488 1636

Alfano Strips: Yes 2

KartSport Nelson

PO Box 3163, Richmond, Nelson 7050

Radio Nelson Kart Raceway

Upper Moutere Highway, Appleby, Richmond, Nelson

President: Pete Fitzgibbon

Email: president@kartsportnelson.co.nz

Secretary: Graeme Smith

Email: secretary@kartsportnelson.co.nz

Club Email: secretary@kartsportnelson.co.nz

Website: www.kartsportnelson.co.nz/

EFTPOS: Yes

Phone: 03 547 6474

Mobile: 027 372 1011

Alfano Strips: Yes 1

KartSport Marlborough

PO Box 559, Blenheim 7240

100% Herkt Appliances Kart Raceway, Wither Road Extension, Blenheim

President: Grant Crosswell

Email: president@kartsportmarlborough.co.nz

Secretary: Peter Richardson

Email: secretary@kartsportmarlborough.co.nz

Club Email: secretary@kartsportmarlborough.co.nz

Website: www.kartsportmarlborough.co.nz

EFTPOS: No

Phone: 03 577 6267

Phone: 03 579 2222

Mobile: 021 333 543

Alfano Strips: No

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KARTSPORT NEW ZEALAND INC AFFILIATED CLUBS

Westland Kart Club

143 Ward St, Cobden, Greymouth 7802
Coal Creek Circuit, Taylorville Road, Runanga
President: Doug Burt
Email: doug.burt@solidenergy.co.nz
Secretary: Maria Giles
Email: mig4426@yahoo.co.nz
Club Email: mig4426@yahoo.co.nz
EFTPOS: No

Phone: 03 762 7106
Mobile: 027 229 3955
Phone: 03 768 6047
Mobile: 021 373134

Alfano Strips: 1

KartSport Canterbury

PO Box 2734, Christchurch. 8140
Armstrong Motor Group Kart Raceway
cnr: Wigram & Carrs Roads, Halswell
President: Ian Hunter
Email: mode@clear.net.nz
Secretary:
Email: chchkartclub@hotmail.co.nz
Club Email: chchkartclub@hotmail.co.nz
Website: www.chchkartclub.co.nz
EFTPOS: Yes

Track Phone: 03 322 7764
Phone: 03 358 2779
Mobile: 021 324 976

Alfano Strips: Yes 1

KartSport Dunedin

PO Box 659, Dunedin 9054
Silverstream Raceway, 34 Milners Road, North Tairei, Mosgiel
President: Viv Patrick
Email: president@dnkart.org.nz
Secretary: Morgan Fraser
Email: secretary@dnkart.org.nz
Club Email: secretary@dnkart.org.nz
Website: www.dnkart.org.nz
EFTPOS: No

Phone: 03 489 1039
Mobile: 027 432 4335
Phone: 03 4892915
Mobile: 027 3261163

Alfano Strips: Yes 2

KartSport Southland

PO Box 693 Invercargill 9840
Southland Kart Raceway
81 Pit Road, Sandy Point Domain, Invercargill
President: Mike Heslin
Email: mheslin@xtra.co.nz
Secretary: Desiree McAnelly
Email: secretary@kartsportsouth.com
Club Email: secretary@kartsportsouth.com
Website: www.kartsportsouth.com
EFTPOS: No

Track Phone: 03 213 0109
Phone: 03 217 7195

Phone: 03 215 8983
Mobile: 027 433 7563

Alfano Strips: Yes 1

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KARTSPORT NEW ZEALAND INC AFFILIATED CLUBS

KartSport SuperKart Drivers

c/- 31 Fisk Street, Naenae

Lower Hutt 5011

President: Darryn Waugh

Email: wogga8@gmail.com

Secretary: Ross Tait

Email: ross.alex.tait@xtra.co.nz

Club Email: ross.alex.tait@xtra.co.nz

Website:

EFTPOS: No

Phone: 06 8707065

Mobile: 027 2103614

Phone: 04 5773743

Mobile: 027 2747204

Alfano Strips:



SECTION B

B KARTSPORT NEW ZEALAND INCORPORATED CONSTITUTION

B1 NAME

The name of the incorporated body shall be KARTSPORT NEW ZEALAND INCORPORATED.

B2 REGULATIONS, CODES, RULES, AND SPECIFICATIONS

The spirit and intent of the KartSport New Zealand Regulations, Codes, Rules, and Specifications, is the standard by which KartSport in New Zealand will be conducted. All Regulations, Codes, Rules, and Specifications laid down by KartSport New Zealand and printed in the current Rule Book and all subsequent additions, deletions and modifications thereto laid down by KartSport New Zealand, are to be abided by.

Any breach either technical or by deed will permit the application of the relevant penalty.

B3 BREACH OF REGULATIONS, CODES, RULES OR SPECIFICATIONS

Any of the following offences in addition to any offences specifically referred to throughout the Regulations, Codes, Rules and Specifications, shall be deemed to be a breach of the Regulations, Codes, Rules or Specifications.

- B3.1 All bribery or attempt directly or indirectly, to bribe any person having official duties in relation to a competition or being employed in any manner in connection with a competition and the acceptance of, or offer to accept any bribe by such an official or employee.
- B3.2 Any action having as its object, the entry or participation in a competition of a vehicle, member, registered member or equipment known to be ineligible.
- B3.3 Any fraudulent conduct or any act prejudicial to the interests of any competition, administration, control, or to the interests of karting generally.

B4 SPECIFICATIONS

The Specifications are the only specifications for karts used in any competition held by any affiliated organisation and may not be varied for competition (either by way of alteration, deletion or addition) except to such an extent as provision is made for variation within the Specifications.

Changes may only be made to the Specifications, under the provisions of KartSport New Zealand Regulations or as the Executive will from time to time direct.

B5 QUALIFICATIONS

The specifications as listed are the minimum requirements for a kart in competition. The correct and safe application will be acceptable entirely at the discretion of the National Technical Officer.

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B6 INTERPRETATION OF REGULATIONS, CODES, RULES, AND SPECIFICATIONS.

Misunderstanding or misinterpretation of any of the Regulations, Codes, Rules, and Specifications does not invalidate them. The correct interpretation, including their application and execution, when required will be made as follows:

Regulations:	National President, Executive.
Codes:	National President, Executive.
Rules:	National Steward or available on written request from the Executive.
Specifications:	National Technical Officer or available on written request from the Executive.

B7 DEFINITIONS

- B7.1 **'ACT'** in relation to an Act of Parliament shall mean the Act and its amendments and every statutory modification thereof and every statute passed in substitution thereof and its amendments and shall include all regulations and other delegated legislation made thereunder.
- B7.2 **'AFFILIATED BODY'** Any Club, Association or Management granted affiliation to KartSport New Zealand (Inc) under these Rules.
- B7.3 **'ASSOCIATION'** means any Association or Body affiliated directly to KartSport New Zealand and which comprises a number of Clubs affiliated to KartSport New Zealand which have formed an association or body amongst themselves for the purpose of promoting events, etc, in a specific area or district. Such Associations or Bodies will have no voting rights at National Conference or Special National Conference meetings but may attend and speak at National Conference or Special National Conference meetings and will be accorded all other rights that affiliated Clubs are granted.
- B7.4 **'CHAIRPERSON'** shall mean the National President, National Vice-President or any person elected to that position.
- B7.5 **'CIK' and 'CIK-FIA'** shall mean the Commission Internationale de Karting.
- B7.6 **'CLUB'** shall mean any incorporated kart Club affiliated to KartSport New Zealand. Such Club will have voting rights at National Conference and Special National Conference meetings.
- B7.7 **'CODES'** shall mean Codes of Practice outlining policies and procedures for administering key areas of the sport, eg Anti Doping Code, Judicial Code.
- B7.8 **'COMMON SEAL'** shall mean the common seal of KartSport New Zealand or any common seal of any affiliated Club, Association or Management.
- B7.9 **'DELEGATE'** shall mean a person appointed by an affiliated body to represent that body at a National Conference or a Special National Conference.
- B7.10 **'EXECUTIVE'** shall mean the National President, National Vice President, National Steward, National Technical Officer; one South Island Executive member; one North Island Executive member; one Executive member from either Island and one Executive member appointed by the incoming Executive plus such other persons as the National Conference shall from time to time decide upon.
- B7.11 **'EXECUTIVE MEMBERS'** shall mean those persons elected on to the National Executive or appointed under Rule B11.3.1.

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- B7.12 **'KARTSPORT NEW ZEALAND'** shall mean KartSport New Zealand Incorporated.
- B7.13 **'KARTSPORT NEW ZEALAND OFFICERS'** shall mean Officers of Kart Sport New Zealand who are appointed by the National Executive for various duties. Such persons will be the National Secretary, the National Treasurer, Competition Licence Secretary, Stewards, Technical Officers, Chief Scrutineer, Publicity Officers, and such other persons and positions as the Executive shall decide upon.
- B7.14 **FIA** means the Federation Internationale de l'Automobile.
- B7.15 **'HIS'** shall mean also **'HERS'**. Male and female have no distinction unless otherwise stated.
- B7.16 **'KARTSPORT', 'KART RACING', 'KART', 'GO KART', 'KARTING' and 'GO KARTING'** shall mean any form of transport powered or otherwise using a vehicle of the type described from time to time in the Specifications of KartSport New Zealand.
- B7.17 **'MANAGEMENT'** shall mean any promoting organisation or body affiliated directly to the KartSport New Zealand which promotes karting activities as per the Rules of KartSport New Zealand but is itself not an incorporated body. Such Management will be subject to such conditions and rules as are set out within, and will have no voting rights at National Conference or Special National Conference but may attend and speak at such meetings and will be afforded all other rights that affiliated Clubs are granted.
- B7.18 **'MEMBER'** means any elected or appointed Officer of KartSport New Zealand Inc. or any person acting in an official capacity of any Club or a member of any Club, Association or Management affiliated to and currently financial with KartSport New Zealand and who will be bound by the Regulations, Codes, Rules and Specifications.
- B7.19 **'NATIONAL SECRETARY'** means the Development and Administration Manager if one is appointed.
- B7.20 **'NATIONAL CONFERENCE'** shall mean the annual meeting of delegates of affiliated Clubs and affiliated bodies.
- B7.21 **'ORGANISATION'** includes any Club, Society, Association, Union, KartSport New Zealand, League, Institution, Section, Company, Branch, Corporation, Board, Trust, Council, Executive, Committee, Joint Committee, Sub-Committee, Management or Partnership whether incorporated or not, dealing with KartSport New Zealand under the Rules of KartSport New Zealand but not affiliated to KartSport New Zealand. Such organisation has no voting rights and may not attend any National Conference or Special National Conference meetings except by invitation as extended by the Executive.
- B7.22 **'REGISTRAR'** means the **REGISTRAR OF INCORPORATED SOCIETIES** and includes a Deputy, District or Assistant Registrar.
- B7.23 **'REGISTERED MEMBER'** means any member that has paid the current registration fee (licence fee) to hold a Competition Licence.
- B7.24 **'REGULATIONS'** shall mean Constitution Regulations as covered in sections B of the Manual.
- B7.25 **'RULES'** shall mean Rules as covered in this Manual.
- B7.26 **'SPARC'** shall mean Sport and Recreation New Zealand, a government agency.

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- B7.27 **'SPECIAL NATIONAL CONFERENCE'** shall mean a meeting of delegates of affiliated Clubs and other affiliated bodies convened as per Rules B11.1.4 or B11.1.8.
- B7.28 **'SPECIFICATIONS'** shall mean Technical Specifications as covered in this Manual.

B8 OBJECTS and POWERS

The objects, functions and powers of KartSport New Zealand shall be:-

- B8.1 To administer and control the management, growth and development of the sport of KartSport to ascertain the views of those involved within it and to express their collective opinion, to protect and uphold their rights and interests, and to work towards the elimination of fraudulent, corrupt, unsporting and undesirable practises and tactics on the part of any person organisation or affiliated body and generally to maintain the dignity and uphold the standards of the same.
- B8.2 To promote, organise, conduct, hold, sponsor, participate in, foster and assist Kart Racing and other KartSport activities and to grant rights in respect of the same to each body which is affiliated to KartSport New Zealand.
- B8.3 Generally to foster and develop the sport of KartSport and to protect the interests of owners and drivers of karts and others taking part in any and all KartSport activities.
- B8.4 To foster and encourage good relations among members and to exist for their mutual advantage and understanding.
- B8.5 To present trophies, make awards, offer prizes, give certificates or other recognitions for any KartSport activity.
- B8.6 To maintain membership and membership records of any person, club, association or management, which may wish to affiliate to KartSport New Zealand and are willing to abide fully with the Regulations, Codes, Rules and Specifications of KartSport New Zealand and the Provisions of the Incorporated Societies Act or other provisions as provided for in these rules.
- B8.7 To affiliate with any other society, body, organisation or association having similar objects to KartSport New Zealand or to co-operate with or subscribe to the funds of any society, body, organisation or association for the purpose of better attaining or otherwise furthering the objects and functions of KartSport New Zealand or its members.
- B8.8 To foster and encourage the development of regularly published printed and/or electronic news letters or magazines providing informative matters of interest within the sport of KartSport and general information on KartSport.
- B8.9 To acquire by purchase, lease or grant any property or property rights and to manage, let, sell, exchange or otherwise deal with property of KartSport New Zealand, provide or maintain any real or personal property of all kinds and facilities or equipment and to assist and support venues, race tracks, spectator facilities, race control buildings, or any other facility, course or structure that could be used in the conduct of KartSport either in a sporting, competitive or social manner.
- B8.10 To collect subscriptions, fees, charges, monetary penalties and any other payments and to raise money by any other lawful means pursuant to the objects of KartSport New Zealand.
- B8.11 To invest and deal with the funds of KartSport New Zealand in such a manner and providing such securities as are contained in these regulations.

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- B8.12 To make grants, donations or subsidies to any charitable, educational, public, sporting or deserving body, club, organisation or association.
- B8.13 To insure through Public Liability insurance KartSport New Zealand and all officers and members provided they hold current membership with KartSport New Zealand and to insure spectators, officials, organisers, managers, servants, employees and sponsors against known contingencies.
- B8.14 To do all such other things as are incidental to or conducive to the attainment of these objectives and generally to exercise the powers and undertake all the operations and acts and other things that a person of full age and capacity can exercise, undertake and do according to law.

B9 REGISTERED OFFICE

- B9.1 Situation: The Registered Office of KartSport New Zealand shall be situated at such place as the National Conference or Executive from time to time shall determine, and shall cause notice thereof to be sent to the Registrar under the provisions of the Incorporated Societies' Act.

B10 MEMBERSHIP

B10.1 COMPOSITION:

Membership of KartSport New Zealand will be composed of '**MEMBERS**' and '**REGISTERED MEMBERS**' as defined in B7.18 and B7.23 respectively.

B10.2 ADMISSIONS:

Persons, clubs, associations or managements shall be admitted as Affiliated Members of KartSport New Zealand provided that they apply through the National Office, submitting the fees currently required in accordance with the regulations and provided that they follow the provisions and conditions set out below :-

- B10.2.1 **INCORPORATED BODIES:** Every club, association or management, which is itself an Incorporated body under the Incorporated Societies Act 1908 has the right to apply to KartSport New Zealand for affiliation. An application must include an up-to-date copy of their Constitution bearing that body's Common Seal plus such fees as are payable at the time of application and will be subject to any other conditions of these Regulations or of Regulations set by the National Conference or Executive from time to time.
- B10.2.2 **NON INCORPORATED BODIES:** Associations or managements which are not incorporated but which are prepared to comply with all rulings of KartSport New Zealand may be considered as affiliates. An application must be made in the same manner as for an incorporated body, but in the place of a Constitution the applicant must make a legal declaration of the aims and intent of the body. Such a body must be prepared to represent itself before the Executive when the application is to be considered.
- B10.2.3 The Executive shall decide when and in what order applications may be received and whatever steps may be taken to accept or reject an application, be it from a person, club, association or management.
- B10.2.4 The constitution of any incorporated body or the legal declaration of any non-incorporated body applying for admission shall contain a clause stating that it recognises KartSport New Zealand as the sole governing body of KartSport in New Zealand.

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- B10.2.5 The amount of any subscription or any other fees set under these Regulations must be received by the National Secretary or the National Treasurer before the Executive deals with the application; however any such subscription or fees will be returned to the applicant if such application is declined.
- B10.2.6 Every club, association or management incorporated or otherwise granted affiliation to KartSport New Zealand agrees to be bound by the Regulations, Codes, Rules and Specifications of KartSport New Zealand and such decisions as the National Conference, Executive, or Codes, Rules and Specifications sub-committee may make. All accounts, subscriptions, dues, fees, fines etc which may be payable to KartSport New Zealand must be paid in accordance with KartSport New Zealand's normal business practice or by such time as may be stated by the National Conference or Executive. Any body affiliated to the KartSport New Zealand agrees to be subject to such penalties as may be decided by the National Conference or Executive for failing to observe or comply with these Regulations or the rulings of the KartSport New Zealand as set or advised from time to time.
- B10.2.7 Every affiliated body which is incorporated must lodge a copy of its constitution with KartSport New Zealand and any changes to that constitution must be advised to KartSport New Zealand in writing or an updated copy of their constitution submitted as those changes are registered.
- B10.2.8 Every affiliated body which is not incorporated must lodge a copy of their legal declaration of aims and intent with KartSport New Zealand and any changes to that legal declaration must be advised to KartSport New Zealand in writing or a new legal declaration must be submitted as those changes are made.
- B10.2.9 Applications for a Competition Licence or Registered Membership shall only be made to the National Licensing Secretary by any current Member of KartSport New Zealand. Each applicant must provide such information as may be required and include such fees as are currently set. Every applicant by virtue of their application will be bound by the Regulations, Codes, Rules, and Specifications of KartSport New Zealand in every respect. It is every applicant's responsibility to be fully aware of all Regulations, Codes, Rules, and Specifications governing KartSport. Any Member or Registered Member will be subject to such penalties as may be decided by the National Conference or Executive for failing to observe or comply with the Regulations, Codes, Rules, and Specifications or the rulings of KartSport New Zealand as set or advised from time to time.
- B10.2.10 The Executive shall at all times reserve the right to refuse affiliation or registered membership to any person, club, association or management on any grounds. The Executive will supply in writing the reason for their refusal of any such application whether it is a new application or renewal of an existing affiliation or membership.
- B10.3 TERMINATIONS:**
The status of any Member; Registered Member or Affiliated Body can be terminated in the event of any of the following :-
- B10.3.1 By death in the case of a person or by dissolution in the case of any affiliated body.

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- B10.3.2 By resignation under the hand or seal of the Member; Registered Member; Affiliated Body or Life Member and on payment of all subscriptions, fees, fines or any other monies owing to KartSport New Zealand and on acceptance of the resignation by the Executive of KartSport New Zealand.
- B10.3.3 In the case of an Affiliated body resignation must be in writing on official letterhead and come as a result of a decision of a General Meeting of the body.
- B10.3.4 Upon a member or Registered Member failing to remain a member of an affiliated body for three months or by failure of an Affiliated Body to pay affiliation fees within three calendar months of the due date.
- B10.3.5 In the event of an Affiliated body having failed to maintain their affiliation fees to KartSport New Zealand, yet wishing to update their affiliation at a later date, such body must make application in the same manner as for a new affiliate in accordance with these Regulations and will be liable for all affiliation fees that would have been payable between the time of non payment and the time of reaffiliation. Notwithstanding, the Executive may consider the amount of fees due and under reasonable circumstances make any adjustment they may consider fair and reasonable and this decision will be final.
- B10.3.6 By decision of the Executive resulting from unlawful activity or serious non-compliance with the Regulations, Codes, Rules or Specifications by any Member; Registered Member or Affiliated Body.
- B10.3.7 Any member; registered member or affiliated body who ceases to be a member for any reason;
- (i) Will still be liable to KartSport New Zealand Inc. for payment of all monies owing to KartSport New Zealand Inc. at the date of cessation of membership
 - (ii) Must immediately return to KartSport New Zealand Inc. National Secretary, all KartSport New Zealand Inc. property that is in the persons possession or control
 - (iii) Must not hold ones self out in the future as a member of KartSport New Zealand Inc. whilst their membership is suspended or not current.

B II MANAGEMENT

B II.1 MEETINGS

- B II.1.1 The National Conference of KartSport New Zealand shall be held during the month of August in a location decided by the Executive.
- B II.1.2 The National Conference shall elect members of the Executive, receive the Annual Report and Balance Sheet and transact the business of KartSport New Zealand. This business will include Notices of Motion, Remits, Election of Executive, and Applications for Events. All business to be transacted must be notified under one of the above headings.
- B II.1.3 Not less than 90 days written notice shall be given to Affiliated Bodies regarding the meeting date. The proposed business of such meeting will be circulated to Affiliated Bodies not less than 21 days before the meeting.

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- BI1.1.4 The National President shall, at any time he may deem necessary, instruct the Secretary to summon by written notice a Special National Conference or a meeting of the Executive. Such notice in the case of Special National Conference shall state the business to be transacted at such meeting and shall be notified to Affiliated Bodies not less than 21 days before such meeting.
- BI1.1.5 The National President, or in his absence the National Vice President shall be required to call an Executive meeting when requested by a minimum of 2/3rds of the members of the Executive or by a petition signed by at least 2/3rds of Affiliated Clubs. Such Executive meetings are to take place within 30 days of receipt of a written application, setting forth the purpose for which the meeting is required and at such meeting no matter shall be discussed except the subject for which the meeting was called.
- BI1.1.6 Nevertheless if for any reason the Executive does not comply with such notice provisions, calling of such a National Conference or Special National Conference shall be valid and binding on KartSport New Zealand and any Notices of Motion and other items of business may be tabled and voted on at the meeting.
- BI1.1.7 The National President, or in his absence the National Vice President, or in his absence an elected interim Chairperson shall take the Chair of all National Conferences, Special National Conferences or Executive meetings.
- BI1.1.8 The National President shall be required to call a Special National Conference of KartSport New Zealand when requested in writing by at least 2/3rds of the Executive or a petition signed by at least 2/3rds of current financial Affiliated Clubs specifying the purpose for which the meeting is required. Such Special National Conference shall take place within 40 days from receipt of the Executive's decision or the petition. At such meeting, no matter shall be discussed except the subject/s for which the meeting was called. Written notice of the business to be transacted shall be circulated to Affiliated Bodies no less than 21 days before such meeting.
- BI1.1.9 At all National and Special National Conferences of KartSport New Zealand, 2/3rds of the number of Affiliated Clubs financial at that time shall form a quorum.
- BI1.1.10 The quorum for an Executive meeting shall be 2/3rds of its members. This number will not include KartSport New Zealand Officers.
- BI1.2 VOTING**
- BI1.2.1 At National and Special National Conferences each Affiliated Club shall be entitled to one vote and each Club represented shall record a vote either for or against.
- BI1.2.2 At National and Special National Conferences changes to the Regulations, shall require a two-thirds majority of the votes cast.
- BI1.2.3 No proxy voting at any level will be permitted.
- BI1.2.4 At National Conference and Special National Conference the method of voting will be by voice or by a showing of hands, or if at least one delegate so wishes, by ballot. Voting for election of members of the Executive will be by ballot.

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- B11.2.5 At National Conference and Special National Conference level the persons voting will be one delegate from each affiliated Club in accordance with these Regulations. Appointed Officers and members of the Executive will not be permitted to vote unless they are themselves present as a delegate from an affiliated Club. The only exception to this will be the National President or whoever may be in the chair where the chair will have a casting vote.
- B11.2.6 At Executive meetings the only persons eligible to vote will be the Executive members. Voting will be by voice or a showing of hands, or if at least one member so wishes by ballot. The National President or whoever may be in the chair will have a second or casting vote.
- B11.3 ELECTION, APPOINTMENT REVIEW AND TERMINATION OF OFFICERS**
- B11.3.1 Except for the National Steward and the National Technical Officer, the members of the Executive will be elected by ballot at the National Conference. In the event there are more than two nominations for a position multiple ballots will be required until there are two names in the final ballot. Each position will be balloted even where there is only one nominee. In the case of there being only one nomination received a simple majority vote is required for affirmation.
- The term of all elected members will be two years. The term for the member appointed by the elected members of the Executive will be until the next annual Conference. At the end of their term members must stand down but are eligible for renomination for a further term.
- The elected members of the Executive will appoint the National Steward and National Technical Officer for periods, as determined from time to time, by the elected members. During their term the National Steward and National Technical Officer will be ex officio members of the Executive and be granted full Executive voting rights.
- The Executive shall appoint as ex officio members of KartSport New Zealand a National Secretary and a National Treasurer and may appoint such other persons as may be desired. The period of office for all these persons, except those with employment contracts, shall expire at the end of the current term of the Executive. The office of the National Secretary and National Treasurer may not be held by the same person. The National Secretary and the National Treasurer must attend all National Conferences, Special National Conferences, and Executive meetings. The National Secretary and the National Treasurer do not have Executive voting rights.
- B11.3.2 The Executive may appoint persons as Stewards, Clerks of Course, Technical Officers, Timekeepers, Machine Examiners, Competition Licence Secretary, Chief Scrutineer, Technical Advisors, Publicity Officers, or any other officers as the Executive may determine. Such persons shall be known as KartSport New Zealand Officers and shall be ex officio members of KartSport New Zealand.
- Such persons shall hold their position for the term of the Executive. Every newly elected Executive will make and/or confirm such appointments on the recommendation of the Executive, National Steward and/or the National Technical Officer as they consider necessary.

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- BI1.3.3 Persons being appointed to the position of Steward, Clerk of Course, Technical Officer, Timekeeper and Machine Examiner shall be nominated by an affiliated body on official letterhead and lodged with written consent of the person concerned. A nominee shall complete any appraisal or training required by KartSport New Zealand and shall be recommended for appointment or otherwise by the National Steward or National Technical Officer. Duties determined by the Executive.
- BI1.3.4 An appointment under Clause BI1.3.2. can be reviewed as seen fit by the Executive and the appointee promoted, demoted or affirmed in the position or the appointment cancelled.
- BI1.3.5 Refusal to comply with lawful instruction or refusal to comply with the Regulations, Codes, Rules, or Specifications by an appointee under Clause BI1.3.2, will, depending on the position, be addressed by the Executive, the National Steward, or National Technical Officer, in association with the National President and the appointee may be demoted, the appointment cancelled or the appointee penalised.
- BI1.3.6 KartSport New Zealand Officers shall attend meetings of the Executive when requested.
- BI1.3.7 The National Secretary and the National Treasurer shall be the National Secretary and National Treasurer respectively of the National Conference, Special National Conference and the Executive.
- BI1.3.8 Nominations for Executive Members may only be made by affiliated bodies. Such nominations for specific positions must be on official letterhead with written acceptance by the nominee and shall be in the hands of the National Secretary 60 days prior to the National Conference or by another date set by the Executive. However if no written nominations are received for specific positions nominations can be made from the floor with the nominees' written consent.
Executive members will be elected only at National Conference and only on receipt of written nomination to a specific position with written acceptance from the nominee of that nomination. Every position must be voted on, even if there is only one nomination for a position. In the case of only one nomination being received a simple majority vote is required for affirmation. In other cases the highest polling nominees will be affirmed. Any nominee standing for a position on the Executive should be present if he has not served a term of office on the Executive before. If he is not present at the time of voting the nomination may be refused by the Chairperson.
- BI1.3.9 Should a KartSport New Zealand Officer or Executive position become vacant the Executive will decide whether the position should remain vacant. They may appoint a person to fill the position until the next Conference.
- BI1.3.10 An Executive member who fails to act on or refuses to act on a decision or requirement of the Executive within a reasonable period or acts in a way that in the opinion of the majority of the Executive is prejudicial to the objects of KartSport New Zealand Inc. may be suspended for a period not exceeding 3 months. The Executive will record such suspensions in the minutes as conclusive evidence of the suspension. An Executive member must resign if that member is convicted of any criminal offence which in the opinion of the Executive constitutes a serious offence.

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B11.3.11 No person may be nominated for or appointed to an Executive position if they are an undischarged bankrupt or have been convicted of a crime involving dishonesty or have been prohibited from managing a company by the Registrar of Companies within the last five years. An Executive member must immediately resign if that member is declared bankrupt, convicted of a crime involving dishonesty or is prohibited from managing a company by the Registrar of Companies.

B11.4 FINANCE

B11.4.1 The finances of KartSport New Zealand will be administered by the National Treasurer who will issue a receipt and will cause all monies to be banked in a bank to be named by the National Conference or Executive. Said bank may be varied from time to time at the discretion of the National Conference or Executive to suit the residence of the National Treasurer or National President.

B11.4.2 The income of KartSport New Zealand will come from subscriptions from all affiliated bodies, from championship events, races or competitions, from levies, fines and fees and from payments made by registered members, affiliated bodies or any source that the National Conference or the Executive shall from time to time determine. (See Appendix Two).

B11.4.3 The banking of KartSport New Zealand will be as decided from time to time by the National Conference and shall be under the signatures of the National President, the National Treasurer, the National Vice-President and the National Secretary. Any two (2) signatures of the foregoing may operate on an account of KartSport New Zealand but one signature MUST be that of an Executive member.

B11.4.4 No liability to KartSport New Zealand shall be incurred by Members, Registered Members or Affiliated bodies without signed Executive authorisation. Any unauthorised liability will be the responsibility of the person or affiliated body incurring the liability.

B11.4.5 The Executive is authorised to undertake transactions to purchase, take or otherwise acquire upon such terms as it may think fit, any real or personal property and any rights and privileges either necessary or convenient for the purposes of KartSport New Zealand providing such transactions are within the Limits of Authority contained in Appendix One. Limits of Authority can only be altered by a Notice of Motion at a National Conference or Special National Conference.

B11.4.6 The Executive is authorised on behalf of KartSport New Zealand to borrow or raise money upon mortgages of any of the real and personal or other obligations or securities of KartSport New Zealand providing such transactions are within the Limits of Authority contained in Appendix One. Limits of Authority can only be altered by a Notice of Motion at a National Conference or Special National Conference.

B11.4.7 The Executive is authorised to invest and deal with the funds of KartSport New Zealand upon such securities or in a manner and upon such terms and conditions as the Executive may think fit, providing such transactions are within the Limits of Authority contained in Appendix One. Limits of Authority can only be altered by a Notice of Motion at a National Conference or Special National Conference.

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- B11.4.8 All claims, accounts, debts and liabilities of the KartSport New Zealand shall, after approval, by the Executive, be paid by cheque or direct credit.
- B11.4.9 The Treasurer shall submit to the National Conference each year a statement of KartSport New Zealand accounts for the past year which shall have previously been audited and certified as correct by the Auditor appointed for that purpose at the previous National Conference.
- B11.4.10 No member of KartSport New Zealand or any person associated with a member shall participate in or materially influence any decision made by the organisation in respect of the payment to or on behalf of that member or associated person of any income, benefit, or advantage whatsoever. Any such income paid shall be reasonable and relative to that which would be paid in an arm's length transaction (being the open market value). The provisions and effect of this clause shall not be removed from this document, and shall be included and implied into any document replacing this document.

B11.5 GENERAL

Between National Conference meetings the Executive will attend to the affairs of the KartSport New Zealand and will make such decisions as they may deem necessary in the interest of KartSport. Between Executive meetings the National President will make such decisions as he considers necessary in the best interests of KartSport PROVIDED that such powers are used with wisdom and ratified at the following meeting of the Executive. Decisions made under this Regulation are binding from the time the decision is made.

B11.6 CONTINGENCIES

Where any particular Regulation, Code, Rule or Specification is silent then the appropriate Regulation, Code, Rule, or Specification of the CIK shall prevail. Where circumstances arise which are not, or are alleged not to be provided for in the Regulations, Codes, Rules, or Specifications of KartSport New Zealand and which require to be resolved by KartSport New Zealand they shall be determined by a National Conference meeting, by the Executive or by the National President until such time as such decision is revoked or varied by another decision of National Conference or Executive or the National President. Decisions made under this Regulation are binding from the time the decision is made.

B12 ALTERATION OF REGULATIONS, CODES, RULES AND SPECIFICATIONS.

Unless otherwise provided for, the Regulations, Codes, Rules and Specifications of KartSport New Zealand may only be altered or varied in the following manner:

B12.1 REGULATIONS

Changes to the Regulations must be by Notice of Motion to the National Conference or Special National Conference submitted from an affiliated body or from the Executive. Notices of Motion will be voted on in their original presentation with no amendments accepted and require a 2/3rds majority vote before confirmation. Any changes to the Regulations will take effect from the 1st December that year or an earlier date should National Conference or Special National Conference vote that urgency is required.

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B12.1.1 Notices of Motion

Notices of Motion must be sent to the National Secretary for receipt no later than the date set by the Executive which must not be less than 60 days before the date of the National Conference or 28 days before the date of the Special National Conference at which the Notices will be considered. No Notice of Motion to vary the Regulations of Kartsport New Zealand shall be laid before a National Conference or a Special National Conference unless the Notice of Motion conforms as to both substance and form with directions issued by or on behalf of the Executive to affiliated bodies regarding the giving of Notices of Motion. The certificate of the National Secretary as to compliance with this rule shall be final and binding on all members.

B12.1.2 No addition to or alteration or rescision of the Regulations shall be approved if it affects the non-profit aims, personal benefit clause or the winding-up clause.

B12.2 CODES, RULES AND SPECIFICATIONS

Changes to the Codes, Rules and Specifications will be made by the Executive. The Executive may add, amend or delete Codes, Rules and Specifications without such changes being referred to affiliated bodies or being subject to the Consultation Rounds procedures under clauses B12.2.2 to B12.2.7. A 2/3rds majority vote by the Executive is required for a change in a Code, Rule or Specification to become effective. Changes to Codes, Rules and Specifications will not come into effect until at least 30 days after the Executive decision and at least 10 days after they have been notified to affiliated bodies in writing and published on the official KartSport New Zealand website. Changes to Codes, Rules and Specifications approved by the Executive to address an urgent safety issue(s) may be put into effect immediately without notice. The Executive will have full discretion to determine whether there is an urgent safety issue involved. Decisions on Codes, Rules and Specifications by the Executive are final.

B12.2.1 Codes, Rules and Specifications Sub Committee

The Executive may choose to delegate the task of investigating and considering some or all changes to Codes, Rules and Specifications to a Codes, Rules and Specifications sub-committee. Recommendations from the sub-committee must be ratified by the Executive before coming into effect. If such a sub-committee is established, it will consist of a minimum of 2 and a maximum of 4 Executive members plus a minimum of 2 and a maximum of 4 non-Executive members. The appointment terms of non-Executive Codes, Rules and Specifications committee members shall be no longer than one year, and these members may be re-appointed. The Chairperson of the Codes, Rules and Specifications sub committee will be an Executive member, who in the event of a tied vote, will have a casting vote. A quorum of the Codes, Rules and Specifications sub-committee will be 5 persons, 2 of whom must be Executive members. A simple majority vote is required for a Code, Rule or Specification to be recommended to the Executive.

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B12.2.2 **Codes, Rules and Specifications Consultation Rounds**

The Executive, or the Codes, Rules and Specifications sub-committee, must convene a Codes, Rules and Specifications Consultation Round at least once per year to consider proposals to change Codes, Rules and Specifications. The key dates for each Codes, Rules and Specifications Consultation Round must be notified, at least 30 days prior to the commencement of the Consultation Round, to affiliated bodies in writing and published on the official KartSport New Zealand website. A Consultation Round shall consist of a first meeting (Meeting One) to initially consider proposals, a notification to and response from affiliated bodies, and a second meeting (Meeting Two) to reconsider proposals.

B12.2.3 **Proposals to Change Codes, Rules and Specifications**

Changes to Codes, Rules and Specifications include new Codes, Rules and Specifications and additions, deletions or variations to existing Codes, Rules and Specifications. Proposals for changes to Codes, Rules and Specifications must be submitted in writing to the National Secretary no later than the respective Consultation Round date for submission of proposals, notified to affiliate bodies in writing and published on the official KartSport New Zealand website. Proposals may be submitted by an affiliated body or a member of the Executive. Proposals for additions, deletions or variations to Codes, Rules and Specifications must be typed on the prescribed form in the manner directed by the Executive and sent to the National Secretary.

B12.2.4 **Codes, Rules and Specifications Meeting One**

Codes, Rules and Specifications Meeting One may be held by the Executive, or the Codes, Rules and Specifications sub-committee, in person or by any other form of communication acceptable to the Executive. The date of Codes, Rules and Specifications Meeting One must be notified to affiliated bodies in writing and published on the official KartSport New Zealand website. The Executive or the Codes, Rules and Specifications sub-committee may, at its discretion, invite people able to provide expert advice, a representative from any affiliated bodies proposing the rule changes and any other submitters to attend the meeting in person, or by any other form of communication acceptable to the Executive, to answer questions about proposals.

B12.2.5 **Notification of Proposals to Change Codes, Rules and Specifications**

Proposed Codes, Rules and Specifications changes received by the National Secretary, along with any written supporting notes from the proposer and comments from the Sub-Committee, must be sent to all affiliate bodies no later than the respective Consultation Round date for notification. This date must be notified to affiliated bodies in writing and published on the official KartSport New Zealand website. Where possible, the proposals should also be published on the official KartSport New Zealand website and/or in at least one newsletter to KartSport New Zealand Inc. members. Affiliated bodies must be given no less than 40 days to respond to the proposals and recommendations.

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B12.2.6 **The Right to Respond to Proposals to Change Codes, Rules and Specifications**

Affiliated bodies may forward to the National Secretary written submissions about notified proposals to change Codes, Rules and Specifications. The Executive and the Codes, Rules and Specifications sub-committee must take such written submissions into account when considering proposals to change the Codes, Rules and Specifications provided they are received by the National Secretary no later than the respective Consultation Round date for submissions as notified to affiliated bodies in writing and published on the official KartSport New Zealand website.

B12.2.7 **Codes, Rules and Specifications Meeting Two**

Codes, Rules and Specifications Meeting Two may be held by the Executive, or the Codes, Rules and Specifications sub-committee, in person or by any other form of communication acceptable to the Executive. The date of Codes, Rules and Specifications Meeting Two must be notified to affiliate bodies in writing and published on the official KartSport New Zealand website. The Executive or the Codes, Rules and Specifications sub-committee may, at its discretion, invite people able to provide expert advice, a representative from any affiliated bodies proposing the rule changes and any other submitters to attend the rules meeting in person, or by any other form of communication acceptable to the Executive, to answer questions about proposals and submissions. From Codes, Rules and Specifications Meeting Two the Sub-Committee will make its recommendations to the Executive including, if considered necessary, a recommendation to refer one or more of the proposals to National Conference for further input.

B12.3 **CIK CODES, RULES AND SPECIFICATIONS.**

The Codes, Rules and Specifications will be under the control of the KartSport New Zealand Executive who are empowered to make changes to the Codes, Rules and Specifications as they are introduced by the CIK, and determine the necessity and timing for implementation of these changes.

B13 THE COMMON SEAL

B13.1 There will be a COMMON SEAL of KartSport New Zealand which will be in the form of a circle with words KARTSPORT NEW ZEALAND INCORPORATED around the perimeter and the words COMMON SEAL in the centre.

B13.2 The Common Seal shall be affixed to all documents issued or authorised by or pursuant to any resolution of National Conference or Special National Conference or Executive or requiring to be sealed under the provisions of any Act or of any Rule of Law or of the Regulations of KartSport New Zealand or the Rules of the Incorporated Societies' Act.

B13.3 The Common Seal shall not be affixed to any instrument, contract or document except by the authority of the National Conference, Special National Conference or of the Executive and in the presence of at least two (2) members of the Executive and of the National Secretary or such other persons as the Executive may appoint for the purpose, and those Members of Executive and the National Secretary or other person as stated shall sign autographically every instrument to which the Common Seal is so affixed in their presence.

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B13.4 The Common Seal shall be held by the National Secretary.

B14 COMPETITIONS

B14.1 The Rules for the conduct of all KartSport and allied sports, competitions and events organised or promoted by KartSport New Zealand, affiliated bodies, members or registered members, either alone or in conjunction with any other organisation, and for all matters incidental thereto to the extent that such Rules are appropriate and binding, shall be as follows:

B14.2 The Acts of Parliament of New Zealand and all Regulations and other delegated legislation made thereunder:

B14.3 The Regulations, Codes, Rules and Specifications of KartSport New Zealand

B14.4 The Rules of the promoting affiliated body

B14.5 The supplementary Rules, Specifications and conditions, if any for the competition or event, PROVIDED they are advised well prior to the event and approved by the National Steward and/or the National Technical Officer:

B15 RULES, SPECIFICATIONS and COMPETITION

B15.1 The Rules and Specifications apply to all competitions for karts and similar vehicles used in KartSport competitions or events and organised or held by any affiliated body and may not be varied except with written approval of the National Steward and/or the National Technical Officer through Supplementary Rules and Specifications.

B16 REGULATIONS, CODES, RULES, SPECIFICATIONS and ORGANISATIONS

B16.1 Every affiliated body, member, and registered member by virtue of status, affiliation or relationship shall be conclusively presumed to have agreed to observe perform and carry out the requirements of the provisions of the Regulations, Codes, Rules and Specifications of KartSport New Zealand and such status, affiliation or relationship shall operate as an agreement accordingly.

B16.2 All KartSport related meetings, competitions and events organised or held by affiliated bodies shall be so organised or held in accordance with the provisions of the Regulations, Codes, Rules and Specifications of KartSport New Zealand.

B17 DISSOLUTION

B17.1 KartSport New Zealand may be wound up voluntarily following a resolution of a National Conference or Special National Conference of which not less than sixty (60) days clear notice shall have been given to all affiliated bodies. Such notice shall specify the content and purpose of the resolution.

B17.2 Any resolution passed under the provisions of Rule B17.1 shall be confirmed by a further resolution passed by a subsequent meeting of National Conference or Special National Conference of which not less than sixty (60) days clear notice shall have been given to all affiliated bodies. Such notice shall specify the intention to confirm the earlier resolution, and if not so confirmed that earlier resolution will be considered overturned.

B17.3 The meeting of National Conference or Special National Conference held under the provisions of B17.2 above shall be held not earlier than ninety (90) days after the resolution following the meeting held under B17.1.

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- B17.4 Notice of these meetings of National Conference or Special National Conference held under the provisions of this rule shall be given by post, but in addition may be given by any further methods authorised under the Rules of KartSport New Zealand.
- B17.5 Quorums for meetings held under the provisions of B17.1 and B17.2 shall be 2/3rds of the number of affiliated clubs financial at that time.
- B17.6 **DISPOSITION** - In the event of KartSport New Zealand being wound up, whether voluntarily pursuant to these Rules or compulsorily according to law, the surplus assets of the KartSport New Zealand (exclusive of any assets held subject to any trusts) after payment of all costs, debts and liabilities shall be vested in and transferred equally to any charitable organisation or public purpose decided by resolution of National Conference or Special National Conference.
- B17.7 **NON-PARTICIPATION** - Members of KartSport New Zealand (registered members, affiliated bodies as well as National Officers, or members of National Conference, Special National Conference or Executive) shall not participate in the assets owned or held by KartSport New Zealand in the event of winding up whether voluntarily or otherwise, except to the following extent -
- B17.7.1 A creditor of KartSport New Zealand to the extent of the security or other debt being satisfied or
- B17.7.2 The donor of a trophy or other asset which is subject to trusts, conditions or a contract providing for a reversion thereof to the donor; or to some other person or organisation in the event of the winding up of KartSport New Zealand.

B18 APPLICATION OF REGULATIONS, CODES, RULES and SPECIFICATIONS

- B18.1 All affiliated bodies and members, members of Executive, or any members at all claiming to be under the control of KartSport New Zealand or any of its affiliated bodies, having enjoyed any relationships or dealings with KartSport New Zealand and all competitors, drivers, officials or persons taking part in sports meetings or competitions shall be deemed to consent to and be bound by the provisions of the Regulations of KartSport New Zealand and of any Codes, Rules, Specifications or Standing Orders made pursuant to these Regulations and to any act or thing done or suffered thereunder or omitted to be done and no such person or body shall be entitled to apply or appeal to any Court or take any other action outside KartSport New Zealand or its confines, because of anything done or suffered or omitted under any of the provisions of the Regulations, Codes, Rules, and Specifications of KartSport New Zealand until all their remedies thereunder shall have been exhausted. Contravention of this Regulation will immediately invoke penalty under Regulation B11.4.4.

B19 LIFE MEMBERSHIP

- B19.1 There will be provision for Life Membership of KartSport New Zealand, which will be conferred upon persons of standing in KartSport New Zealand for having distinguished themselves in the field of KartSport, administration and outstanding service to the KartSport fraternity, to KartSport New Zealand or to any of its affiliates, which may only be conferred in this manner -
By a recommendation from the Executive receiving a majority vote from National Conference.

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B19.2 Any person so elected to Life Membership will be entitled to attend any National Conference or Special National Conference with rights to speak and debate, but not the right to vote, unless attending as a delegate of an affiliated Club. He will be exempt at all times of any fee, charge or payment of any subscription pertaining to KartSport New Zealand or affiliated Clubs taking his place at all times as a member of KartSport New Zealand.

B20 TERM OF OFFICE

B20.1 Unless otherwise stated the rules below will be the rules pertaining to any term of office.

For Executive - Executive will be nominated and appointed annually at the National Conference, appointment to be effective immediately following election.

The National Secretary and the National Treasurer are nominated and appointed annually by Executive, purely at the discretion of the Executive, but always under the advice of the National President.

The Immediate Past National President - This being an ex officio position which will be held for one year from the time a new National President is elected. The Immediate Past President may attend all Executive meetings by invitation in the capacity of advisor, but will have no voting rights.

B21 ANTI DOPING CODE

KartSport New Zealand endorses the Anti Doping Policies of Sport and Recreation New Zealand (SPARC) and the CIK-FIA. KartSport New Zealand's procedures, sanctions and appeal procedures are set out in KartSport New Zealand's Anti Doping Code.

B22 JUDICIAL CODE

KartSport New Zealand recognises the principles set out in the FIA International Sporting Code. KartSport New Zealand's judicial procedures including those for control of events, protests and appeals are set out in KartSport New Zealand's Judicial Code. Fees are set out in Appendix Two.

B23 EFFECT OF KARTSPORT NEW ZEALAND REGULATIONS, CODES, RULES, AND SPECIFICATIONS.

The Regulations, Codes, Rules, and Specifications of KartSport New Zealand shall apply to and be binding on all affiliated bodies, members, registered members, and persons holding office in, or being in the service of any of the aforementioned bodies as if they were rules of their own organisations.

B24 DATE OF ENDING OF THE FINANCIAL YEAR

The date of the closing of the books of KartSport New Zealand will be 30 June of each year; or a date to be decided on from time to time by the National Conference.

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APPENDIX ONE SCHEDULE OF LIMITS OF AUTHORITY

Activity	Who	Limit
To sell, lease, or otherwise deal with all or any real or personal property of KartSport New Zealand	<i>National Executive.</i>	At the Executive's discretion
Incur extraordinary expenses on behalf of KartSport New Zealand outside of budget without prior Executive approval	<i>Executive Member, National Secretary, National Treasurer.</i>	Must have National President approval
Incur expenses on an Executive approved project	<i>Executive Member, National Secretary, National Treasurer.</i>	Within project budget
To impose fines, costs membership suspensions, licence suspensions and cancellation of licence on affiliated bodies, members and registered members	<i>National Executive.</i>	\$1,000,000 and/or life suspension of membership and/or cancellation of licence for life
	<i>KartSport New Zealand Appeal Board. KartSport New Zealand Inquiry.</i>	\$5,000 fine; costs of up to 100% of actual net costs incurred inclusive of GST and/or life suspension of membership and/or cancellation of licence for life
	<i>Panel of KartSport New Zealand Stewards of the event.</i>	\$1,000 fine and recommendations to National Executive regarding further penalties

SECTION B

APPENDIX TWO FEES

Club Affiliation Fee

\$245 plus GST

SECTION C

C KARTSPORT NEW ZEALAND JUDICIAL CODE

C1 INTRODUCTION

This Code has been developed based on the FIA International Sporting Code. Acceptance of the principles of the FIA Sporting Code is a condition of KartSport New Zealand's affiliation to the CIK-FIA.

C2 IDENTIFYING EVENT OFFICIALS POWERS AND AUTHORITY

C2.1 LIST OF EVENT OFFICIALS

The term 'event official(s)' comprises the following persons some of whom may have assistants:

- Stewards of the event
- Race Director
- Clerk of the Course
- Convenor of the Event
- Race Secretary of the Event
- Lap Scorers/Timekeepers
- Technical Officers
- Machine Examiners
- Service Park Observers
- Flag Marshals
- Finish Line Judges
- Judges of Fact
- Starters
- Pit Marshalls (ref R3.18)

C2.2 NECESSARY OFFICIALS

- At NZ and Island Sprint Championships and the CIK Trophy of NZ a Race Director is required.
- At permitted events there shall be at least two Stewards of the event and a Clerk of the Course.
- For unpermitted events there shall be a minimum of a Chief Steward and a Clerk of the Course.
- For all events the minimum number of Assistant Clerks of the Course specified in the track Safety Plan must be in place.
- In the case of competitions decided wholly or partly by time, one or more Timekeepers.

The Stewards officiate as a panel under the authority of a chairman (Chief Steward). The chairman of the panel of the Stewards of the event is, in particular, responsible for planning Stewards meetings and ensuring that arrangements are respected. They are also responsible for establishing agendas and drawing up the minutes of Stewards meetings.

In the event of a split ballot, the Chief Steward shall have the casting vote.

The Clerk of the Course and/or Race Director shall remain in close contact with the Chief Steward throughout the event in order to ensure the smooth running of the event.

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C2.3 **NOMINATION OF OFFICIALS**

Permitted Events Groups A to E

For Group A, B, C, D and E permitted events all of the Stewards, Clerks of the Course, Race Director, Technical Officers and Machine Examiners of the event shall be from the KartSport New Zealand lists of officials. The other officials shall be nominated by the organisers, subject to the approval of KartSport New Zealand via the issue of the event permit.

Unpermitted Events Group F

For unpermitted events (Club Days) the Chief Steward of the event and the required number, according to the track's Safety Plan, of Clerks of the Course shall be from the KartSport New Zealand list of Race Officials. The chairman of the Steward's panel must be a KartSport New Zealand Steward. The other members of the panel of Stewards of the event, if not KartSport New Zealand Stewards, will be Assistant Stewards appointed for the duration of the event by the Chief Steward.

C2.4 **QUALIFICATIONS REQUIRED**

For permitted events the Stewards, Clerks of the Course, Timekeepers, Technical Officers and Machine Examiners shall be selected from among those persons qualified for these tasks and included on KartSport New Zealand's list of officials but subject to the approval of KartSport New Zealand.

For unpermitted events one of the Stewards may be an Assistant Steward.

C2.5 **PLURALITY OF DUTIES**

At an event one and the same person may, if so nominated by the organisers, undertake several of the duties referred to in C2.4 provided they are qualified for each of the said duties.

C2.6 **DEMARCATON OF DUTIES**

The duties of officials are defined in this Code. An official shall not, at any event, perform any duties outside the period, and/or for which they were appointed.

C2.7 **DUTIES OF THE STEWARDS OF THE EVENT**

As a general rule the Stewards of the event will not be in any way responsible for its organisation and shall not have any management duties in connection therewith.

It follows, therefore, that in the carrying out of their duties, they do not incur any responsibility except to KartSport New Zealand under whose regulations they are acting.

As an exception to this, applicable only when a meeting is promoted directly by KartSport New Zealand, the Stewards of such an event may combine their duties with those of the organisers.

The Stewards of the event shall sign and send to KartSport New Zealand a closing report as soon as practicable after the close of the event. This report will include particulars of all protests lodged, pending appeals notified to the Stewards, fines, relegations and disqualifications they may have made with their recommendations as to any decisions which may have to be taken for a licence suspension or a licence disqualification. In an event comprising several competitions, there may be different Stewards of the event for each competition.

Following an inspection (in conjunction with the Clerk of the Course and a Club representative) of the circuit and complex the Chief Steward will complete a Circuit and Complex Inspection Report prior to the commencement of Official Practice/

SECTION C

Tuning Runs and competition. It is the responsibility of Stewards to check that the circuit and complex has the correct and valid Track and Complex Rating Certificate and that normal routine maintenance has been carried out prior to Official Practice/ Tuning Runs and competition. In the event that the circuit and complex condition is not satisfactory, Stewards will request the Clerk of the Course to stop the practice/ tuning run/racing until the circuit and complex is to their satisfaction. Such actions must also be reported to a Club representative and to KartSport New Zealand.

C2.8 AUTHORITY OF THE STEWARDS OF THE EVENT

The Stewards of the event shall have supreme authority for the enforcement of the Codes, Rules, Procedures, Specifications, Supplementary Rules and the race programme. They shall settle any claim that might arise during an event, subject to the rights of Protest (Refer C4) and Appeal (Refer C5 and C6) provided in this Code.

- They will be responsible for all safety matters and if considered necessary may make any decisions or directions in the interests of safety or in the standard of KartSport as they may deem fit.
- They will be the members of the Panel of Stewards.
- They will be the members the Protest Hearing panel.
- They shall collectively decide what penalty to enforce in the event of a breach of the rules.
- In exceptional circumstances, they may amend the Supplementary Rules but only for reasons of force majeure and safety.
- Where the event includes heats, they may alter the composition or the number of heats.
- They may accept or refuse any correction proposed by a Judge of Fact (Refer C2.18.g).
- They may inflict penalties or fines (Refer C3).
- They may pronounce relegations (Refer C3.8).
- They may pronounce disqualifications (Refer C3.9).
- They may amend the results (Refer C3.19).
- They may prohibit from competing any competitor or any kart which they consider to be dangerous or which is reported to them by the Clerk of the Course/Race Director as being dangerous.
- They may exclude from any one competition or for the duration of the event any entrant or competitor whom they consider as, or who is reported to them by the Clerk of the Course or by the organisers as being ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice.
- Furthermore, they may order the removal from the course and its precincts of any entrant or competitor who refuses to obey the order of a responsible official.
- They may postpone a competition in the event of force majeure or for serious safety reasons.
- They may modify the track as to the position of the starting and finishing lines, or in any other manner, if requested to do so by the Clerk of the Course/Race Director or the organiser in the interests of competitor and public safety.
- In the event of the absence of one or several of the Stewards of the event, the Chief Steward may appoint one, or, if necessary, several Assistant Stewards, especially when the presence of two Stewards is indispensable. However formal notices can only be signed by official KartSport New Zealand Stewards.

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- They may take the decision to stop a race.
- Stewards are entrusted with the checking of all documents relating to competitors and drivers competition licence.

C2.9 DUTIES OF THE RACE DIRECTOR

When appointed the Race Director will have full power for the following matters and the Clerk of the Course may give related orders only with the Race Director's express permission.

- Control the running of Official Practice, Tuning Runs and all Competition. In particular the control of the time schedule including modifying the time schedule in accordance with the Code and Competition Rules.
- Stop any kart in accordance with the Code and Competition Rules.
- Stop or neutralise the running of Official Practice, Tuning Runs and all Competition in accordance with the Competition Rules if he/she deems that it would be dangerous to continue them, and ensure that a new start is given in accordance with the procedure
- Control the start procedure.
- Conduct the Drivers Briefing.

C2.10 DUTIES OF THE CLERK OF THE COURSE

The Clerk of the Course may also be the Secretary of the event and may have various assistants. The Clerk of the Course is responsible for conducting the event in accordance with the official programme.

In particular the Clerk of the Course shall:

- Generally keep order, in conjunction with such public and police authorities as have undertaken to police an event and who are more immediately responsible for public safety.
- Ensure that all officials are at their posts and report the absence of any of them to the Stewards of the event;
- Ensure that all officials are provided with the necessary information to enable them to carry out their duties;
- Control competitors and their karts and prevent any excluded, suspended or disqualified competitor from taking part in a competition for which they are not eligible.
- Ensure that each kart, and if necessary, each competitor, carries the proper identification numbers in accordance with those in the programme.
- Ensure that each kart is driven by the proper competitor and marshal the karts in such categories and classes as are required.
- Bring the karts up to the starting line in the right order and if necessary give the start.
- Convey to the Stewards of the event any proposal to modify the programme or regarding the improper conduct of, breach of rule by, or protest on the part of a competitor.
- Receive these protests and transmit them immediately to the Stewards, who shall take the necessary action thereon
- Collect the reports of the Timekeepers, Technical Officers, Track Marshals, together with such other official information as may be necessary for the determination of the results.
- Prepare, or ask the Secretary of the event to prepare the data for the closing report (Refer C2.7) regarding the competition(s) for which they were responsible for the Stewards consideration and approval.

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C2.11 DUTIES OF THE CONVENOR AND RACE SECRETARY OF THE EVENT

a) **Convenor**

The Convenor of the event shall be responsible for the organisation of the meeting and all announcements required in connection therewith.

The Convenor shall ensure that the various officials are familiar with their duties and provided with the necessary equipment. If necessary, they shall second the Clerk of the Course in the preparation of the closing report for each competition.

b) **Race Secretary**

The Race Secretary of the event shall be responsible for the receipt, checking and confirmation of all competitor (and entrant where applicable) race entries. Such entries shall only be confirmed following official documentation/equipment checks made by the Race Officials and Machine Examiners respectively.

C2.12 DUTIES OF LAP SCORERS

The principal duties of Lap Scorers shall be:

- At the beginning of the event, to report to the Clerk of the Course (or Race Director if appointed), who will give them the necessary instructions.
- To record the start of competition, whenever instructed to do so by the Clerk of the Course (or Race Director if appointed).
- To record the positions gained by each competitor on completion of the course.
- To prepare and sign according to their individual responsibility their reports and to send them, accompanied by all necessary documents, to the Clerk of the Course;
- To send, on request, their original lap scoring sheets to the Stewards of the event;
- Not to communicate any results except to the Stewards of the event and the Clerk of the Course except when otherwise instructed by these officials.

C2.13 DUTIES OF TIMEKEEPERS

The principal duties of Timekeepers shall be:

- At the beginning of the event, to report to the Clerk of the Course, who will give them the necessary instructions.
- To record the start of competition, whenever instructed to do so by the Clerk of the Course.
- To use for timing only such apparatus as is approved by KartSport New Zealand.
- To declare the time taken by each competitor to complete the course.
- To prepare and sign according to their individual responsibility their reports and to send them, accompanied by all necessary documents, to the Clerk of the Course;
- To send, on request, their original time sheets either to the Stewards of the event;
- Not to communicate any times or results except to the Stewards of the event and the Clerk of the Course except when otherwise instructed by these officials.

C2.14 DUTIES OF TECHNICAL OFFICERS

Technical Officers are entrusted with all checking relating to the mechanical components of karts, dimensions, weight plus technical inspection of the engine(s) and its ancillaries. They shall:

SECTION C

(The weighing of karts may also be undertaken by Machine Examiners, Clerks of the Course and Assistant Clerks of the Course.)

- Carry out these checks either before the event if requested by the Chief Steward or the organisers or during the event if requested by the Clerk of the Course.
- Use such checking instruments as may be specified or approved by KartSport New Zealand.
- Not communicate any official information to any person except to KartSport New Zealand, the organisers, the Stewards of the event and the Clerk of the Course;
- Prepare and sign, under their own responsibility, their reports, and hand them to the authority among those mentioned above who instructed them to draw them up.
- Present evidence and be in attendance throughout the presentation of evidence part of any Stewards Hearing involving technical matters (ref C3.3 and C4.5).

C2.15 DUTIES OF MACHINE EXAMINERS

Note: The duties of Machine Examiners may also be undertaken by Technical Officers. Machine Examiners are entrusted with undertaking safety checks of karts.

Machine Examiners shall:

- Exercise their functions either before the meeting if requested by the Chief Steward or, by the organisers, or during the event if requested by the Clerk of the Course.
- Use such checking instruments as may be specified or approved by the KartSport New Zealand.
- Not communicate any official information to any person except to the KartSport New Zealand, the organisers, the Stewards of the event and the Clerk of the Course.
- Prepare and sign, under their own responsibility, their reports and hand them to the authority among those mentioned above who instructed them to draw them up.

C2.16 DUTIES OF SERVICE PARK OBSERVERS

- Service Park Observers shall control all replenishment of karts during a competition and enforce the relevant prescriptions in the Supplementary Rules.
- They are under the orders of the Race Director/Clerk of the Course to whom they must immediately report any infringement committed by a competitor or by a competitor's mechanic.
- At the end of each competition, they must give their report to the Race Director/Clerk of the Course, either verbally or in writing, in accordance with instructions received.

C2.17 DUTIES FLAG MARSHALS

The Flag Marshals shall occupy, along the course, posts assigned to them by the Stewards of the event or the organisers. As soon as an event begins, each Flag Marshal is under the orders of the Clerk of the Course/Race Director to whom they shall immediately report by any means at their disposal all incidents or accidents that might occur along the SECTION For which they are responsible.

Flag Marshals are specifically entrusted with flag signalling.

At the end of each competition, all Flag Marshals may be requested to give the Clerk of the Course a verbal or written report on the incidents or accidents recorded by them.

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C2.18 DUTIES OF JUDGES

(a) **Start line Judges**

One or several judges may be appointed by the organising committee of an event to supervise the starts. Start Line Judges shall immediately indicate to the Clerk of the Course/[Race Director](#) any false starts that may have occurred.

(b) **Finish line Judges**

In a competition where a decision has to be given as to the order in which competitors cross a finish line, a Finish line Judge shall be nominated to give such a decision.

(c) **Judges of Fact**

In a competition where a decision has to be given whether or not a competitor has touched or crossed a given line, or upon any other fact of the same type which has been laid down in the Supplementary Rules for the competition, one or several Judges of Fact shall be nominated to be responsible for one or several of these decisions.

The Judges of Fact on these points must be named and their names displayed on the official notice board.

(d) **Assistant Judges**

Each of the above Judges may have an Assistant Judge appointed to assist them, or in the case of absolute necessity to replace them, but in the event of disagreement the final decision shall be given by the Judges of Fact themselves.

(e) **Video or Electronic Systems**

The Stewards may use any video or electronic systems to assist them in reaching a decision.

Any such evidence submitted to the Stewards will be held by the Chief Steward of the event until such time as it is no longer required with reference to C4 Protests. If it is required under the sections C5 Inquiries, C6 Appeals and C7 Appeals to [the Motorsport New Zealand National Court of Appeal](#) it shall be forwarded to the National Steward by the Chief Steward of the event. The Stewards may over rule Judges of Fact.

(f) **Protests**

No protest by competitors against the decisions of a Finish Line Judge or of a Judge of Fact shall be admitted concerning a question regarding what they have been officially appointed to decide.

The decisions of these Judges are final, but they shall not in themselves constitute the official classification because they have taken no account of the conditions under which the competitors have completed the course.

(g) **Mistakes**

If any Judge considers that they have made a mistake they may correct it, subject to this correction being accepted by the Stewards of the event.

(h) **Facts to be Judged**

The following Facts will be subject to Judge of Fact (Refer C2.18c).

- Starting infringements.
- Finishing positions.
- Minimum all up weight.
- Sound level measurement.
- Clutch engagement rpm.

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- Competitor and Officials alcohol testing
- Fuel Compliance
- Tyres compliance

Additional Facts to be judged by the Judges of Fact must be listed in the Supplementary Rules for the event.

(i) **Reports**

At the close of the event each Judge shall send to the Clerk of the Course a report of their declarations.

C2.19 PERMIT, EVENT, SUPPLEMENTARY RULES AND SPECIFICATIONS AND OFFICIAL NOTICES

(a) **Permit**

A "Permit" is a documentary authority pursuant to (Refer R1), Permits and Event Definitions, to organise and hold a competition (event and/or series). Permits are granted solely by KartSport New Zealand. Exception: international events for which the Permit is issued by the CIK-FIA.

(b) **Event**

An "Event" is an organised assembly of Competitors and Officials and including one or more competitive or non-competitive activities taking place within a defined period at the same venue.

(c) **Supplementary Rules and Specifications**

"Supplementary Rules and Specifications" means the Rules and Specifications issued by the organiser of an Event and/or Series pursuant to (Refer R3), Permits and Event Definitions.

The organisers of all permitted Events and/or Series must, in accordance with the requirements and procedures set out in this Manual, issue and publish Supplementary Rules and Specifications approved by KartSport New Zealand. Such Supplementary Rules and Specifications must be in compliance, unless specifically approved otherwise by KartSport New Zealand, with the Rules and Specifications contained in the KartSport New Zealand Manual (including updates issued from time to time).

The Supplementary Rules and Specifications must at all times contain the relevant statements and information applicable to the Event and/or Series.

(d) **Amendment to Supplementary Rules and Specifications and Sanctioned Series Articles:**

"Amendment" means a form listing further information which was not available when the Supplementary Rules and Specifications were first issued. Such Amendments are to be read in conjunction with the Supplementary Rules and Specifications.

(1) No organiser of an Event or Series may amend the Supplementary Rules and Specifications (if any) after the date listed for the opening of entries (or date of first publication if no opening date is specified) unless all Competitors in the Event or Series agree in writing to such Amendment and:

- (i) In the case of all Amendments intended to be made before the commencement of the Event or Series, KartSport New Zealand approves the Amendment; and,
- (ii) In the case of all Amendments intended to be made after the commencement of the Event, the Stewards Panel approves the Amendment and the Amendment is signed by the Chief Steward.

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- (2) Notwithstanding the provisions of paragraph 1 of this rule, the Supplementary Rules and Specifications of an Event or Series may be amended, for reasons of safety or force majeure or to give practical effect to or correct any manifest error in or omission from the Supplementary Rules and Specifications, as follows:
 - (i) Up until the commencement of the Event or Series, by KartSport New Zealand; and,
 - (ii) After the commencement of the Event, by the Stewards Panel with the Amendment signed by the Chief Steward.
 - (3) No Amendment to the Supplementary Rules and Specifications of an Event or Series shall be valid unless made by way of Official Notice according to the procedures set out in the definition of "Official Notice" in Rule C2.19(e) of this Code.
 - (4) No organiser of a permitted Event or Series may amend the articles of the Event or Series after the date listed for the opening of entries (or date of first publication if no opening date is specified) in the Event or Series unless KartSport New Zealand deems such Amendment is in the best interests of the sport.

Following any such Amendment, the organiser shall notify (see Official Notice procedure) all Event or Series entrants of the fact that KartSport New Zealand has approved the Amendment.
- (e) **Official Notice**
"Official Notice" means any document advising important information to Competitors in an Event or Series, which must be signed by KartSport New Zealand where issued prior to the commencement of an Event or Series, or otherwise by the Chief Steward, and which:
- (i) If issued before the commencement of the Event, must be placed on www.kartsport.org.nz and/or mailed, faxed, emailed or delivered to each Competitor so as to be received by each Competitor prior to the commencement of the Event or Series; or,
 - (ii) If issued after the commencement of the Event, must be communicated, if reasonable in the circumstances, to each Competitor and by placing it on an Official Notice Board at the Event; and, which shall thereupon be deemed to be a part of the Supplementary Rules and Specifications of the Event.
- (f) **Force Majeure**
"Force Majeure" means, for the purposes of this Code (but not by way of limitation), any cause of delay beyond the reasonable control of the party liable to perform unless conclusive evidence to the contrary is provided and shall include unavailability of time, materials or personnel, delays in shipping or transportation, fire, explosion, strike, lock-out, storm, flood, earthquake and subsidence.

C3 PENALTIES

C3.1 BREACH OF REGULATIONS, CODES, RULES OR SPECIFICATIONS.

Any of the following offences in addition to any offences specifically referred to throughout the Regulations, Codes, Rules and Specifications, shall be deemed to be a breach of the Regulations, Codes, Rules or Specifications.

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- All bribery or attempt directly or indirectly, to bribe any person having official duties in relation to a competition or being employed in any manner in connection with a competition and the acceptance of, or offer to accept any bribe by such an official or employee.
- Any action having as its object, the entry or participation in a competition of a vehicle, member, registered member or equipment known to be ineligible.
- Any fraudulent conduct or any act prejudicial to the interests of any competition, administration, control, or to the interests of karting generally.

C3.2 PENALTIES

Any breach of the Regulations or their Appendices, of Codes or their Appendices, of the Rules or their Appendices, or of any Supplementary Rules, or of any Specifications or their Appendices or of any Supplementary Specifications committed by any organiser, official, competitor, entrant, or other person or organisation may be penalised or fined.

Penalties or fines may be imposed by the Panel of Stewards of the event, a KartSport New Zealand Appeal Board and/or KartSport New Zealand as indicated in the following articles.

The decision of the Panel of Stewards becomes immediately binding notwithstanding an appeal if it concerns questions of safety or of irregularity of entry by a competitor entering an event.

Nevertheless, as a safeguard, if a competitor appeals, excluding the cases cited above (safety, irregularity of entry), the penalty will be suspended, without however the competitor and the entrant being able to take part in the prize-giving or the podium ceremony, nor can they appear in the final official classification of the event, in any place other than that resulting from the application of the penalty, unless they have won their appeal before the appeal board and/or the Motorsport New Zealand National Court of Appeal and their rights have then been re-established.

In matters relating to the fight against doping, the procedures and sanctions mentioned in the Anti-doping policy set out in KartSport New Zealand's Anti Doping Code shall be applied.

Also, the Panel of Stewards may decide the following penalties applicable to the competitors or to the entrants:

- fine,
- withdrawal of Championship points.

These penalties may, where applicable, be cumulated or applied with suspension of sentence.

C3.3 SCALE OF PENALTIES

Penalties may be imposed as follows in order of increasing severity:

- reprimand
- fine
- time penalty
- relegation
- disqualification
- Licence endorsement
- Licence suspension
- Licence cancellation

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Time penalty means a penalty expressed in minutes and/or seconds. Any one of the above penalties can only be inflicted after a meeting of the Panel of Stewards has been held and, in case of one of the last seven, the concerned party must be summoned to give them the opportunity of presenting their defence to the Panel of Stewards or KartSport New Zealand as applicable.

C3.4 FINES

A fine may be imposed on any competitor; and also on any entrant, assistant or crew, who does not comply with the requirements of any Rules or Specifications or with any instruction of the officials of the event.

The imposition of a fine may be ordered by KartSport New Zealand or by the Stewards of the event. However when these fines are imposed by the Panel of Stewards they may not exceed a certain sum which will be set each year by KartSport New Zealand. (Refer Constitution Appendix One, Limits of Authority and C8.) Furthermore such fines may only be imposed in accordance with a collective decision of a Panel of Stewards.

C3.5 MAXIMUM FINE GIVEN BY THE STEWARDS OF THE EVENT

Refer Constitution Appendix One, Limits of Authority and Section C9.

C3.6 LIABILITY TO PAY FINES

The competitor shall be responsible for the payment of any fine imposed on them, their assistants, crew, etc.

C3.7 TIME LIMIT FOR PAYMENT OF FINES

Fines shall be paid within 48 hours of their notification.

Any delay in making payment may entail Licence suspension during the period the fine remains unpaid.

C3.8 RELEGATION

A penalty of relegation may be pronounced by the Stewards of the event under the conditions provided for (Refer C2.8). The competitor so penalised shall thereby have his/her placing in a race/heat, overall results altered.

C3.9 DISQUALIFICATION

A penalty of disqualification may be pronounced by the Stewards of the event under the conditions provided for (Refer C2.8). The competitor so penalised may be excluded from a time trial, heat, race or the event. Total exclusion shall entail the loss of the entry fee.

C3.10 ENDORSEMENT

An endorsement is a recording of a suspended penalty imposed by a Stewards Panel at any race event, an Appeal Board, an Inquiry Committee or by the KartSport New Zealand Executive.

Endorsements will be entered in the penalty section of the competitors Licence/Log Book and will state the Rule Number, the Penalty and the period of the Suspended Penalty. If a competitor is found to be in breach of the same rule within the specified time of the Endorsement then the stated penalty will apply.

Any Endorsement entered into a Licence/Log Book must be signed and stamped by a KartSport New Zealand Race Official.

C3.11 LICENCE SUSPENSION

A penalty of licence suspension may be pronounced only by KartSport New Zealand, and shall be reserved for grave offences.

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A sentence of licence suspension, for as long as it remains in force, shall entail the loss of any right to take part in any capacity whatsoever in any competition held within the territory of KartSport New Zealand which has pronounced such sentence or within the territories of any country in which the authority of the FIA is recognised, according to whether such licence suspension is national or international (Refer C3.12) (except cases provided for in C3.21).

Licence suspension shall also render null and void any previous entry made for any competition which may take place during the term of such licence suspension and shall also entail the forfeiture of the fee pre-paid for any such entry.

In the event of a suspension being imposed and an appeal being lodged the suspended competitor may continue to compete pending the outcome of the appeal and in the event of the appeal being unsuccessful the suspended competitor shall not be entitled to be credited with any points for placings gained or to be recorded as having gained any placings after the time when the suspension was first imposed.

C3.12 WITHDRAWAL OF LICENCE

a) National Licence suspension

Any entrant or competitor who has had his/her licence suspended shall hand back their licence to KartSport New Zealand.

At the expiry of the period of national suspension, the licence will be returned.

b) International Licence suspension

Any entrant or competitor who is suspended internationally shall hand back their licence to KartSport New Zealand which shall not return it to them until the period of international suspension has expired.

In both the above cases, any delay in handing back the licence shall be added to the term of the licence suspension.

C3.13 EFFECTS OF LICENCE SUSPENSION

A sentence of licence suspension pronounced by KartSport New Zealand shall apply only within New Zealand

If, however, KartSport New Zealand wishes the sentence of licence suspension to be recognised internationally, it shall notify its wish without delay to the Secretariat of the FIA and the latter will inform all other ASNs. The sentence of licence suspension shall be noted by each ASN immediately, and the consequent restriction will thereby come into force.

C3.14 CANCELLATION OF LICENCE

A sentence of cancellation of licence shall entail the permanent loss for the person concerned of any right to take part in any capacity whatsoever in any competition, except in cases provided for (Refer C3.21 and C4.4.

A sentence of cancellation of licence can be pronounced only by KartSport New Zealand, and will be reserved for offences of exceptional gravity. It shall render null and void any previous entry made by the person concerned and shall entail the forfeiture of any prepaid entry fees.

C3.15 EFFECTS OF CANCELLATION OF LICENCE

A sentence of cancellation of licence shall always be international in nature.

It shall be notified to all the ASNs, and be registered by them according to the conditions of international suspension laid down (Refer C3.12).

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C3.16 NOTIFICATIONS OF PENALTIES TO INTERNATIONAL SPORTING FEDERATIONS

A suspension, when applicable internationally, and a cancellation of licence will be communicated to those International Federations designated by the FIA which have agreed to apply, on a reciprocal basis, the penalties inflicted by the FIA.

Any suspension or cancellation of licence made known to the FIA by these Federations will be enforced to the same extent by the FIA.

C3.17 STATEMENT OF REASONS FOR LICENCE SUSPENSION OR CANCELLATION OF LICENCE

In notifying sentences of licence suspension or cancellation of licence to the person upon whom sentence is passed and to the Secretariat of the FIA, it shall be necessary for KartSport New Zealand to give its reasons for inflicting such penalty, but under no circumstances shall these reasons be published.

C3.18 SUSPENSION OR CANCELLATION OF LICENCE OF A KART

A sentence of licence suspension or cancellation of licence may be pronounced on either a particular kart or on a make of kart.

C3.19 LOSS OF AWARDS

Any competitor disqualified, suspended or subject to licence cancellation during a competition will lose the right to obtain any of the awards assigned to the said competition.

C3.20 AMENDMENT TO THE RESULTS AND AWARDS

In such cases as are provided for (Refer C3.18), the Stewards of the event shall declare the resulting amendment in the placings and awards, and they shall decide whether the next competitor should be moved up in the results.

C3.21 PUBLICATION OF PENALTIES

The FIA, or KartSport New Zealand shall have the right to publish or to have published a declaration stating that it has penalised any person, kart, or make of kart.

Without prejudice to any right to appeal any decision persons referred to in such declaration shall have no right of legal action against the FIA, or KartSport New Zealand, or against any person publishing the said declaration.

C3.22 REMISSION OF SENTENCE

KartSport New Zealand shall have the right to remit the unexpired period of a sentence of licence suspension or to lift a cancellation of licence under the conditions which it may determine.

C4 PROTESTS

C4.1 RIGHT TO PROTEST

The right to protest lies only with a competitor; nevertheless, an Official acting in his official capacity may even in the absence of a protest take such official action as the case warrants.

- A competitor wishing to protest against more than one fellow competitor must lodge as many protests as there are competitors involved in the action concerned.
- A competitor may only protest the result(s) of a class in which he/she is a competitor.

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- A competitor may only protest the driving conduct and/or equipment eligibility of another competitor(s) in the same class in which he/she is a competitor.

C4.2 **LODGING OF PROTEST**

Every protest shall be in writing and accompanied by a fee, the amount of which shall be set annually by KartSport New Zealand. This fee may only be returned if the protest is upheld. Every protest lodged will contain the substance of the complaint and the suggested resolution.

C4.3 **TO WHOM ADDRESSED**

Protests arising out of a competition shall be addressed to the Clerk of the Course or his/her assistant if such exists.

In the absence of the Clerk of the Course or of his/her assistant such protests should be addressed to any of the Stewards of the event.

C4.4 **PROTEST TIME LIMIT:**

C4.4.1 A protest against the entry of a competitor or entrant, or against the length of the course must be lodged, at the latest, 30 minutes prior to official practice.

C4.4.2 Protests against the result or provisional result of an event, race or the make up of the grid(s) must be made within fifteen minutes of the disclosure of same.

C4.4.3 A protest against another competitor must be lodged, at the latest, 15 minutes after the disclosure of the provisional results of the race concerned.

C4.4.4 Protests against any error or irregularity occurring during a competition, referring to the non-compliance of karts with the rules and specifications and concerning the classification established at the end of the event shall, except in circumstances which the Stewards of the event consider as physically impossible, must be made within fifteen minutes of the official publication of the results.

Competitors shall be advised in advance of the place and time of such a publication either by the Supplementary Rules or one of their appendices or by the programme. Should it be impossible for the organisers to publish the official results as stated, they shall issue, at the time and place fixed, accurate details concerning the measures they intend to take regarding the results.

C4.4.5 The Stewards of the event shall treat all protests referred to above as urgent.

In the case of a split vote amongst the Stewards of the event, the Chief Steward shall have the casting vote.

C4.5 **PROTEST HEARING**

Where a competitor accepts the alleged offence and suggested penalty the panel of stewards of the event may resolve to apply the suggested penalty without a hearing. Otherwise the protest will be heard by a panel of Stewards of the event. The hearing of the protester and of all parties concerned by the protest shall take place as soon as possible after the protest has been lodged.

The concerned parties shall be summoned to appear at the hearing, and may be accompanied by witnesses. The Stewards of the event must ensure that the summons has been personally received by all persons concerned.

In the absence of any concerned party or of their witnesses, judgment may be made by default.

There is no provision for proxy in any protest or protest hearing.

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Photographic/video evidence will also be accepted providing the party wishing to present such evidence supplies suitable viewing equipment.

If judgment cannot be given immediately after the hearing to the parties concerned, they must be advised of the place and time at which the decision will be given.

For any hearing involving a technical matter, a Technical Officer must present the evidence on behalf of KartSport New Zealand and be present throughout the presentation of evidence part of the hearing. During the panel's deliberation it may seek further guidance, advice or clarification from the Technical Officer by calling him/her back to the hearing room. If this is done the concerned party must also be called back and be present during any such period.

C4.6 INADMISSIBLE PROTEST

Protests against the decisions made by the Finish Line Judges and Judges of Fact in the exercise of their duties, as laid down (refer C2.18), will not be permitted.

A single protest against more than one competitor will not be accepted.

Protests against the Constitution are inadmissible.

C4.7 PUBLICATION OF THE AWARDS AND PRIZEGIVING

The prizegiving shall not begin until at least 15 minutes has elapsed after the official publication of the results.

A prize won by a competitor against whom a protest has been lodged must be withheld until a decision has been reached on the subject of the protest.

Moreover in the event of any protest being lodged whose outcome might modify the results of the competition, the organisers shall only publish provisional results and shall withhold all prizes until final decision concerning the protest (including appeals as laid down in Section C6) has been reached.

However when a protest may affect only part of the results, such part as is not affected by the protest may be published definitively, and the corresponding prizes distributed.

C4.8 JUDGEMENT

All parties concerned shall be bound by the decision reached, subject to the conditions of appeal laid down in this Code but neither the Stewards of the event nor KartSport New Zealand shall have the right to order that a competition be re-run.

C4.9 PROTEST WITHOUT FOUNDATION

If the protest is rejected or if it is withdrawn after being brought, no part of the protest fee shall be returned.

If judged partially founded, the fee may be returned in part, and in its entirety if the protest is upheld.

Moreover, if it is proved that the author of the protest has acted in bad faith, KartSport New Zealand may inflict upon them one of the penalties laid down in this Code.

C5 INQUIRIES BY KARTSPORT NEW ZEALAND

C5.1 KARTSPORT NEW ZEALAND MAY HOLD HEARINGS:

Without affecting in any way the right of any Executive Member, Office Bearer, Member Club, Associate Member, Official, Entrant or Competitor as to protest or appeal under this Code, KartSport New Zealand may within 90 days of the conclusion of a Meeting or Event, convene a hearing to inquire into the conduct of the Meeting or Event.

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C5.2 DECISION TO HOLD HEARING:

KartSport New Zealand may direct such hearings be held on the following grounds:

- That it appears from the Stewards report or otherwise that the results of a competition have been improperly or incorrectly made out.
- That it appears from the Steward's report or otherwise that the conduct of a promotion or part thereof, or the conduct of any participant therein, or the eligibility of any competing kart requires investigation having regard to the interests of KartSport generally and the administration thereof by KartSport New Zealand.
- That it appears from the Steward's Report or otherwise that any penalty imposed was clearly excessive or clearly inadequate, or that for special reasons such penalty was inappropriate.
- That it appears on the application of any entrant or competitor than an inquiry into any competition is called for on the basis that there has been either a gross miscarriage of justice or such inquiry is considered fundamental to the interests of KartSport.
- That it appears any Executive Member, Official, Club, Promoter, Organiser or any other person or Organisation has committed any breach of this Code, its Appendices and Schedules, or International Sporting Code.
- That it appears any Executive Member, Official, Club, Promoter, Organiser or any person or Organisation has been guilty of any act or omission prejudicial to the interest of KartSport New Zealand or any competition or of KartSport generally.
- The decision to hold any such hearing will be made by the Executive.
- No such hearing shall be ordered unless KartSport New Zealand is satisfied that on the information available to it there is a prima facie case to be met.
- Where any member of the Executive brings to the attention of KartSport New Zealand any facts or circumstances on which a decision to hold any such hearing shall be based, that person shall take no further part in KartSport New Zealand deliberations both as to whether a hearing should be held or at the substantive hearing itself other than as in the role of an informant.

C5.3 CONDUCT OF HEARING:

C5.3.1 Having decided to convene a hearing to inquire into the conduct of a Meeting or Event, KartSport New Zealand by and through its Executive shall resolve to hold the hearing before either:

- A meeting of the Executive; or
- A Sub-Committee appointed by the Executive for the purpose comprising of not less than three (3) persons of whom one or more shall be a current Executive Member.

C5.3.2 KartSport New Zealand shall not appoint to the hearing any person who is or was in any way interested in or concerned with any matter in respect of which the hearing is held so that they have or may potentially have a conflict of interest.

C5.3.3 KartSport New Zealand shall give all persons, firms and bodies corporate (including all Member Clubs) concerned or interested in the hearing not less than seven (7) days written notice of the hearing provided that the hearing may be held sooner if all such parties consent.

C5.3.4 The notice of hearing must contain sufficient details of the conduct of the

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Meeting or Event into which it is intended to inquire, so as to fully and fairly inform each person, firm and body corporate concerned or interested in the hearing, as to the purpose of the hearing.

- C5.3.5 KartSport New Zealand may give notice to any person to appear before the hearing and the hearing may proceed and a decision be reached notwithstanding the failure of any such person to appear.
- C5.3.6 Neither KartSport New Zealand nor any party to or person attending the hearing shall be entitled to be represented at the hearing by legal counsel and must instead appear either on their own behalf or be represented by such person (not being legal counsel) as they may nominate for the purpose.
- C5.3.7 Any party to or person attending the hearing may produce any witness and may produce such other evidence which the committee holding the hearing may determine is relevant or helpful.
- C5.3.8 If the matter into which the hearing inquires is or becomes of a disciplinary nature, any case made against an accused person, firm or body corporate must be made by a person, other than a member of the committee holding the hearing, who shall proceed first, shall be followed by the accused and the accused shall in any event have the last right of reply.
- C5.3.9 The committee holding the hearing and each party to or person attending the hearing shall have the right of cross-examination of any other party to or person attending the hearing.
- C5.3.10 If at the conclusion of the hearing the committee holding the hearing determines that there has been a breach under this Code or its Appendices or Schedules, the committee may inflict a Penalty under the authority of C8 of this Code, and may order that any party to the hearing shall pay the committee's costs, the costs of any other party attending the hearing and administrative costs associated with the hearing provided that in no case shall the committee have the right to order that a Competition or Event shall be re-run.

C6 APPEALS TO KARTSPORT NEW ZEALAND

C6.1 JURISDICTION

KartSport New Zealand through its Appeal Board, as defined in C6.2, constitutes for its own licence holders the final avenue of judgment within KartSport New Zealand empowered to settle any dispute which may have arisen between licence holders and/or KartSport New Zealand officials acting on behalf of KartSport New Zealand.

C6.2 APPEAL BOARD

An Appeal Board will consist of three persons appointed by KartSport New Zealand. These persons may or may not be members of KartSport New Zealand. The chairperson, who will be one of the three, will be appointed by KartSport New Zealand.

No members of this Appeal Board may sit on a case if they have been involved in any way as competitors, drivers or officials in the competition under consideration, or if they have participated in any earlier decision concerning or have been involved, directly or indirectly, in the matter under consideration.

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All Appeal Board members are required to record either a vote for or against any decision. In the case of a vote where one or more of the Appeal Board members declines to record a vote for or against, the chairperson will disband the Appeal Board and a date for a new hearing will be set by KartSport New Zealand within 7 days.

The Appeal Board has the power to apply one or more of the following:

- Reject the appeal.
- Modify the penalty imposed, either lessor or greater within the Limits of Authority and the Tables of Penalties in this Code.
- Find the appeal partially founded.
- Find the appeal founded.
- Require to partial or full refund of the Appeal Fee and costs (Refer C6.4).

C6.3 APPEAL PROCEDURE

Competitors have the right to appeal to a KartSport New Zealand Appeal Board against a sentence or other decision pronounced on them as a result of a Stewards Hearing. They must however, under pain of forfeiture of their right to appeal, notify the Stewards of the event in writing within one hour of the publication of the Stewards decision of their intention to appeal.

Furthermore competitors have the right to appeal to a KartSport New Zealand Appeal Board against a sentence or other decision pronounced on them by KartSport New Zealand.

The right to bring an appeal to KartSport New Zealand expires seven days after the date of the notification of the decision of the Stewards Hearing on condition that the intention of appealing has been notified in writing to the Stewards of the event within one hour of the decision (see previous paragraph) or 7 days after notification by KartSport New Zealand of a sentence or decision pronounced upon them.

This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt.

Confirmation by a letter of the same date accompanied by the necessary fee, to be received by the National Secretary within 7 days of the event or notification from KartSport New Zealand, is required.

Written notice of the place, date and time of the sitting of the Appeal Board will be given to the appellants within 28 days of the appeal being received by the National Secretary.

All parties shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.

Written evidence, provided it is signed and the signature witnessed will be accepted.

Photographic/video evidence will also be accepted providing the party wishing to present such evidence supplies suitable viewing equipment.

Legal representation is not permitted at any KartSport New Zealand Appeal Board hearing.

C6.4 FORM OF APPEAL

Every notice of appeal shall be in writing and signed by the appellant, or if under 18 years of age their parent or legal guardian.

The confirmation of an appeal to KartSport New Zealand must be accompanied

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by the fee as listed in Appendix One of the Constitution. This fee becomes due from the moment the appellant notifies the Stewards or KartSport New Zealand of the intention of appealing, as specified (Refer C6.3), and remains payable even if the appellant does not follow up the declared intention to appeal.

If the appeal is rejected or if it is withdrawn after being brought, no part of the appeal fee shall be returned.

Should costs be incurred by KartSport New Zealand after an appeal is lodged but which is then subsequently withdrawn or the appellant fails to appear, the appellant will be liable for the direct costs incurred by KartSport New Zealand. Such costs shall be limited to 100% of the actual net costs incurred inclusive of GST. Such costs must be advised to the appellant in writing by KartSport New Zealand within 90 days of the appeal decision being made.

If the appeal is lost no part of the appeal fee shall be returned. In addition the Appeal Board will impose costs and may impose an additional penalty, fine, endorsement or suspension. Such further costs, penalty, endorsement and/or suspension must be advised to the appellant in writing by KartSport New Zealand within 90 days of the appeal decision being made.

If the appeal is judged partially founded, the fee may be returned in part.

If the appeal is upheld the Appeal Fee will be returned in its entirety and KartSport New Zealand will pay the appellants costs. Such costs shall be limited to 100% of the actual net costs incurred inclusive of GST and notification of such costs must be advised to KartSport New Zealand in writing by the appellant within 90 days of the appeal decision being made. ("Actual net costs incurred" are defined as, and limited to, realistic actual travel costs and out of pocket travel expenses. They do not include legal fees, loss of employment remuneration, insurance costs, phone bills or any other non travel related cost. The KartSport New Zealand Executive will be the sole judge of the validity of any claim.

Moreover, if it is proved that the appellant has acted in bad faith, KartSport New Zealand may inflict upon them one of the penalties laid down in the Constitution and in this Code.

C7 APPEALS TO MOTORSPORT NEW ZEALAND NATIONAL COURT OF APPEAL

C7.1 JURISDICTION

The MotorSport New Zealand National Court of Appeal, as defined in C7.2, constitutes the final court of judgment available to KartSport New Zealand Licence holders.

Application to appeal to this National Court must be preceded by a KartSport New Zealand Appeal Board hearing and decision (Refer C6) or a KartSport New Zealand Inquiry and decision (Refer C5).

C7.2 MOTORSPORT NEW ZEALAND NATIONAL COURT OF APPEAL

The National Court of Appeal has been established by MotorSport New Zealand as the final court of appeal available to licence holders in New Zealand. The National Court will be made up of members appointed by MotorSport New Zealand and KartSport New Zealand.

For more detail see Part XI of the MSNZ National Sporting Code here:

<http://www.motorsport.org.nz/assets/MotorSport-Manual/2010-NSC-Part-11.pdf>

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C7.3 MOTORSPORT NEW ZEALAND NATIONAL COURT OF APPEAL PROCEDURE

Following the announcement of the decision of a KartSport New Zealand Appeal Board or a KartSport New Zealand Inquiry, licence holders have 10 working days within which to deliver an application to the MotorSport New Zealand National Court of Appeal for an appeal hearing.

Such request must be made directly to the MotorSport New Zealand National Court of Appeal and must be accompanied by the appropriate fee (cheque made out in favour of MotorSport New Zealand National Court of Appeal) as determined by the MotorSport New Zealand National Court of Appeal from time to time.

Address: Secretary
 MSNZ National Court of Appeal
 PO Box 3793 69 Hutt Road
 Wellington 6140 Thorndon, Wellington
 admin@motorsport.org.nz

A copy of the completed appeal is to be copied to KartSport New Zealand at the same time (ie delivered within 10 working days following the announcement of the decision of a KartSport New Zealand Appeal Board or a KartSport New Zealand Inquiry) as it is filed with the MotorSport New Zealand National Court of Appeal. This copy should be addressed to the National Secretary, KartSport New Zealand.

C7.4 MOTORSPORT NEW ZEALAND NATIONAL COURT OF APPEAL FORM OF APPEAL

Every notice of appeal shall be in writing and signed by the appellant or if under 18 years of age their parent or legal guardian.

The appeal must be presented as required by the MotorSport New Zealand National Court of Appeal.

Hearings will be conducted to the procedure set down by the MotorSport New Zealand National Court of Appeal from time to time.

See Guidelines here:

<http://www.motorsport.org.nz/assets/Documents/MSNZ-Appeal-Practice-Guidelines.pdf>

C8 PENALTIES FOR INFRINGEMENTS

Before conducting a hearing the Panel or committee must first agree on the role the person concerned was performing in relation to the complaint. The imposition of any penalty must always follow a hearing before the Panel/committee imposing the penalty.

C8.1 PENALTIES ON COMPETITORS

Competitors in all events who are in breach of the Regulations, Codes, Rules and Specifications shall be penalised by the:

- Stewards
- Protest Hearing Panel
- Appeal Board
- Motorsport New Zealand National Court of Appeal
- KartSport New Zealand Executive at an Inquiry or hearing held for the purpose

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In each case, in accordance with Section C9 of this Code and the Constitution, Appendix One, Limits of Authority.

C8.2 PENALTIES ON OFFICIALS

Any Official of an event who is in breach of the Regulations, Codes, Rules or the accepted responsibilities of his/her position, shall be penalised by the KartSport New Zealand Executive in accordance with Section C9.4 of this Code and the Constitution, Appendix One, Limits of Authority provided however that no such discipline or penalty shall in any circumstance permit the KartSport New Zealand Executive to do other than reprimand and suspend the official from official duties.

C8.3 PENALTIES ON MEMBERS, REGISTERED MEMBERS, CLUBS AND AFFILIATED BODIES

Any Members, Registered Members, Clubs or Affiliated Bodies who act in any way prejudicial to KartSport New Zealand or whose actions bring the KartSport New Zealand generally into disrepute shall be reprimanded, disciplined and penalised by the KartSport New Zealand Executive in accordance with the Regulations, this Code and according to the penalties prescribed in Section C9.4 of this Code and Appendix One of the Constitution, Limits of Authority.

C8.4 PENALTIES ON EXECUTIVE MEMBERS

Any Executive Member who is in breach of the Regulations, Codes and Rules shall be penalised by the KartSport New Zealand Executive in accordance with the Constitution (Refer BI 1.3.10).

C9 PENALTIES ON COMPETITORS ENTRANTS AND DRIVERS, OFFICIALS, MEMBER CLUBS AND OFFICE BEARERS

C9.1 INTRODUCTION:

- C8.1 sets out who is entitled to discipline and penalise Competitors, Entrants and Drivers for breaches of the Regulations, Codes, Rules and Specifications.
- C8.2 sets out who is entitled to discipline and penalise Officials for breaches of the Regulations, Codes, Rules and Specifications.
- C8.3 sets out who is entitled to discipline and penalise Member Clubs, Associate Members and Office Bearers for breaches of the Regulations, Codes, Rules and Specifications.
- C8.4 sets out who is entitled to discipline and penalise Executive Members.

C9.2 PENALTIES FOR SERIOUS OFFENCES:

C9.2.1 The penalty of suspension or downgrading or termination of Officials (reserved for serious breaches) may only be imposed by the KartSport New Zealand Executive following a hearing before the Executive.

C9.2.2 The penalty of refusal of membership, suspension of membership or termination of membership on Affiliated Clubs and organisations may only be imposed by the KartSport New Zealand Executive following a hearing before the Executive.

C9.2.3 The penalty of suspension of, or termination of term of office on Office Bearers may only be imposed by the KartSport New Zealand Executive following a hearing before the Executive.

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C9.3 TABLE OF PENALTIES

	BREACH (OFFENCE)	KARTSPORT STEWARDS		KARTSPORT NEW ZEALAND PENALTIES
		MAXIMUM FINE	MAXIMUM PENALTIES	
1	(a) Failing to submit, when required, to testing for banned substance (as prescribed by Anti Doping Code (ref B22)) (b) Returning a positive drug test.	As per Anti-Doping Code	As per Anti Doping Code	As per Anti Doping Code As per Anti Doping Code
2	Bribery or accepting Bribes as per C3.1	\$500.00	Endorsement of competition licence for minimum of 1 month and maximum of 12 months	Appendix One Schedule of Limits of Authority
3	Any of the specific behaviour concerning entry of competing vehicle or competitor as per C3.1	\$500.00	1. Exclusion from Series, Meeting or Event: and/or 2. Endorsement of competition licence for minimum of 1 month & maximum of 12 months	Appendix One Schedule of Limits of Authority
4	Breach of any specific requirement or obligation of Driver or Entrant for which no other penalty is specified in this Schedule under or as described in C3.1	\$500.00	1. Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event: and/or 2. Endorsement of competition licence for minimum of 1 month & maximum of 12 months	Appendix One Schedule of Limits of Authority

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		KARTSPORT STEWARDS		KARTSPORT NEW ZEALAND PENALTIES
	BREACH (OFFENCE)	MAXIMUM FINE	MAXIMUM PENALTIES	
5	Failure to attend drivers briefing (if any)	\$50.00	Endorsement of competition licence for minimum of 1 month and maximum of 3 months	Appendix One Schedule of Limits of Authority
6	Competing at Meeting or Event without a valid KARTSPORT NEW ZEALAND Competition Licence or submitting a false declaration relating to the validity of the licence.	\$1000.00	Exclusion from Series, Meeting or Event	Suspension of Competition Licence for a minimum of 1 year. Appendix One Schedule of Limits of Authority
7	Failure to produce Competition Licence on request at documentation or scrutineering inspection or when required by Stewards.	\$50.00	\$50.00 mandatory	Appendix One Schedule of Limits of Authority
8	Failing to present kart; (a) For scrutineering inspection when required to do so, or (b) To Race Event Parc fermé when required	\$1,000.00	1. Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event: and/or 2. Endorsement of competition licence for minimum of 1 month and maximum of 12 months	Appendix One Schedule of Limits of Authority

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		KARTSPORT STEWARDS		KARTSPORT NEW ZEALAND PENALTIES
/	BREACH (OFFENCE)	MAXIMUM FINE	MAXIMUM PENALTIES	
9	Removing a kart or parts from a controlled area without the authority to do so	\$1,000.00	<p>1. Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event: and/or</p> <p>2. Endorsement of competition licence for minimum of 1 month and maximum of 12 months</p>	Appendix One Schedule of Limits of Authority
10	Using tyres on a competing kart not permitted by the Rules or Specifications or any Supplementary Rules.	<u>Refer KartSport New Zealand</u>	<p>1. <u>Minimum Penalty: Exclusion from Event from respective class.</u></p> <p>2. <u>Mandatory referral to KartSport New Zealand.</u></p>	<p>1. <u>Suspension of Competition Licence for a Maximum of 4 years. And/or</u></p> <p>2. <u>Endorsement of competition licence for minimum of 3 months and maximum of 2 Years. And/or</u></p> <p>3. <u>Maximum Fine \$5000</u></p>
11	Using fuel in a competing kart not permitted by the Rules or Specifications or any Supplementary Rules.	<u>Refer KartSport New Zealand</u>	<p>1. <u>Minimum Penalty: Exclusion from Event from respective class.</u></p> <p>2. <u>Mandatory referral to KartSport New Zealand.</u></p>	<p>1. <u>Suspension of Competition Licence for a Maximum of 4 years. And/or</u></p> <p>2. <u>Endorsement of competition licence for minimum of 3 months and maximum of 2 Years. And/or</u></p> <p>3. <u>Maximum Fine \$5000</u></p>

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		KARTSPORT STEWARDS		KARTSPORT NEW ZEALAND PENALTIES
	BREACH (OFFENCE)	MAXIMUM FINE	MAXIMUM PENALTIES	
12	Breach of any specific requirement or obligation of competitor for which no other penalty is specified.	\$500.00	<p>1. Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event: and/or</p> <p>2. Endorsement of competition licence for minimum of 1 month and maximum of 12 months</p>	Appendix One Schedule of Limits of Authority
13	Driving wrong or opposite direction on any track from that specified.	\$500.00	<p>1. Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event: and/or</p> <p>2. Endorsement of competition licence for minimum of 1 month and maximum of 12 months</p>	Appendix One Schedule of Limits of Authority
14	Breach of Parc Ferme regulations.	\$500.00	Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event:	Appendix One Schedule of Limits of Authority
15	Disregard of red flag	\$1,000.00	<p>1. Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event: and/or</p> <p>2. Endorsement of competition licence for minimum of 1 month and maximum of 12 months</p>	<p>Suspension of Competition Licence for a maximum of 3 months.</p> <p>Appendix One Schedule of Limits of Authority</p>

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		KARTSPORT STEWARDS		KARTSPORT NEW ZEALAND PENALTIES
	BREACH (OFFENCE)	MAXIMUM FINE	MAXIMUM PENALTIES	
16	Overtaking or failing to maintain position under yellow flag	\$500.00	1. Relegation or Exclusion from Race 2. Endorsement of competition licence for minimum of 1 month & maximum of 12 months	Appendix One Schedule of Limits of Authority
17	Disregarding black flag	\$500.00	1. Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event: and/or 2. Endorsement of competition licence for minimum of 1 month & maximum of 12 months	Appendix One Schedule of Limits of Authority
18	Baulking in breach of Code of Driving Conduct	\$500.00	1. Relegation or Exclusion from Race, and/or 2. Endorsement of competition licence for minimum of 1 month & maximum of 6 months	Appendix One Schedule of Limits of Authority
19	Dangerous driving causing or likely to cause crash, including driving off the circuit.	\$1,000.00	1. Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event: and/or 2. Endorsement of competition licence for minimum of 1 month & maximum of 6 months	Appendix One Schedule of Limits of Authority

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	BREACH (OFFENCE)	KARTSPORT STEWARDS		KARTSPORT NEW ZEALAND PENALTIES
		MAXIMUM FINE	MAXIMUM PENALTIES	
20	Repeatedly Jumping the start	\$200.00	<p>1. Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event: and/or</p> <p>2. Endorsement of competition licence for minimum of 1 month and maximum of 6 months</p>	Appendix One Schedule of Limits of Authority
21	Breach of Pit /Technical rules and specifications.	\$500.00	<p>1. Exclusion from Practise session or Exclusion from Series, Meeting or Event or part of the Series Meeting or Event: and/or</p> <p>2. Endorsement of competition licence for minimum of 1 month and maximum of 3 months.</p>	Appendix One Schedule of Limits of Authority
22	Breach of Track/Technical rules and specifications	\$500.00	<p>1. Exclusion from Meeting or Event or part of the Meeting or Event: and/or</p> <p>2. Endorsement of competition licence for minimum of 1 month and maximum of 3 months.</p>	Appendix One Schedule of Limits of Authority

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		KARTSPORT STEWARDS		KARTSPORT NEW ZEALAND PENALTIES
/	BREACH (OFFENCE)	MAXIMUM FINE	MAXIMUM PENALTIES	
23	Unacceptable Behaviour	\$1,000.00	1. Exclusion from Meeting or Event or part of the Meeting or Event: and/or 2. Endorsement of competition licence for minimum of 3 months and maximum of 12 months.	Appendix One Schedule of Limits of Authority
24	All Post Event Technical Inspection Infringements including tampering with seals.		Exclusion from Meeting or Event. Mandatory.	Appendix One Schedule of Limits of Authority
25	Pre Time Trial/Race <u>Out</u> Grid Infringement		Exclusion from Time Trial or Race. Mandatory	

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C9.4 TABLE OF PENALTIES - TECHNICAL INFRINGEMENTS

Where it says disqualification (DQ), it is NOT NEGOTIABLE.

Where there are two options, the first penalty is for first offence and the second penalty is for the second (or more) offence on the same day.

	INFRINGEMENT	MINIMUM PENALTY
1	All Technical Inspection Infringements including <u>any seal or mark found not to be present when required or tampered with in any way.</u>	DQ from event <u>from the respective class</u>
2	Pre Time Trial/Race <u>Out</u> Grid Infringement.	Not permitted to start
	Incorrect clutch engagement	DQ from Time Trial, Heat or Race
3	Pit Shute Infringements. Overhang in width or length including exhaust & height.	Relegate to last place
	Seat angle	DQ from Time Trial, Heat or Race
	Loose Muffler Junior Restricted/Cadet	Refer to Rule <u>L6.12</u>
	Dump bottle overflowing	Fine Relegate to last place
	Weight	DQ from Time Trial, Heat or Race
	Kill switch not working	DQ from Time Trial, Heat or Race
	Tyre diameter/sprocket size/rim size	DQ from Time Trial, Heat or Race
	Track width	DQ from Time Trial, Heat or Race
	Bodywork/front console/side pods/	DQ from Time Trial, Heat or Race
	Wheels inside side pods when using slicks	DQ from Time Trial, Heat or Race
	Brake pads not wired/secured, wrong diameter operating cable/rod, no lock nuts	DQ from Time Trial, Heat or Race
	Glycol in radiator	DQ from Time Trial, Heat or Race
	Dangerous projection(s)	DQ from Time Trial, Heat or Race
4	<u>Using tyres on a competing kart not permitted by the Rules or Specifications or any Supplementary Rules.</u>	<u>Minimum Penalty: Exclusion from Event from the respective class. Mandatory referral to KartSport New Zealand.</u>
5	<u>Using fuel in a competing kart not permitted by the Rules or Specifications or any Supplementary Rules.</u>	<u>Minimum Penalty: Exclusion from Event from the respective class. Mandatory referral to KartSport New Zealand.</u>

SECTION C

C9.5 TABLE OF PENALTIES ON COMPETITORS, OFFICIALS, MEMBERS, REGISTERED MEMBERS, CLUBS, AFFILIATED BODIES AND OFFICE BEARERS

In the following table of penalties those marked;

- **OFFICIAL** prescribes penalties to be applied after a hearing on matters relating to an offence involving an Official, and
- **MC** prescribes penalties to be applied after a hearing on matters relating to an offence involving Member Clubs or Associate Member Clubs and Affiliated Organisations
- **OB** prescribes penalties to be applied after a hearing on matters relating to an offence involving an Office Bearer.

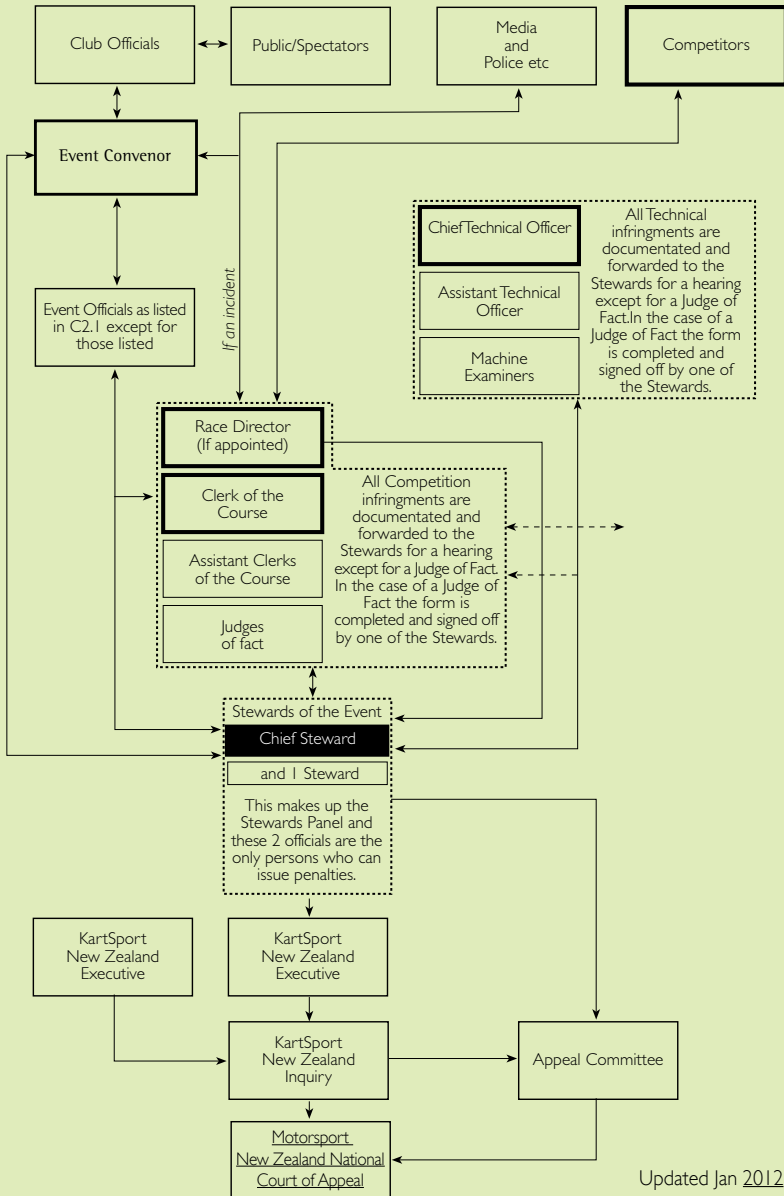
	STANDARD		ADDITIONAL PENALTIES
	MAXIMUM FINE	PENALTIES	
OFFICIAL Failure to adhere to or to carry out the specific duties required of an Official as detailed in the regulations and Rules.	n/a	Reprimand	Suspension Demotion Termination of Officials ranking and duties.
MC Breach of any of the Regulations, Rules or Specifications	\$5,000.00		Suspension of Membership
OB Breach of any of the Regulations, Rules or Specifications	n/a	Suspension from office for a minimum of 1 month and a maximum of 12 months.	

C9.6 PENALTIES FOR EXECUTIVE MEMBERS

Refer to the Constitution clause B11.3.10.

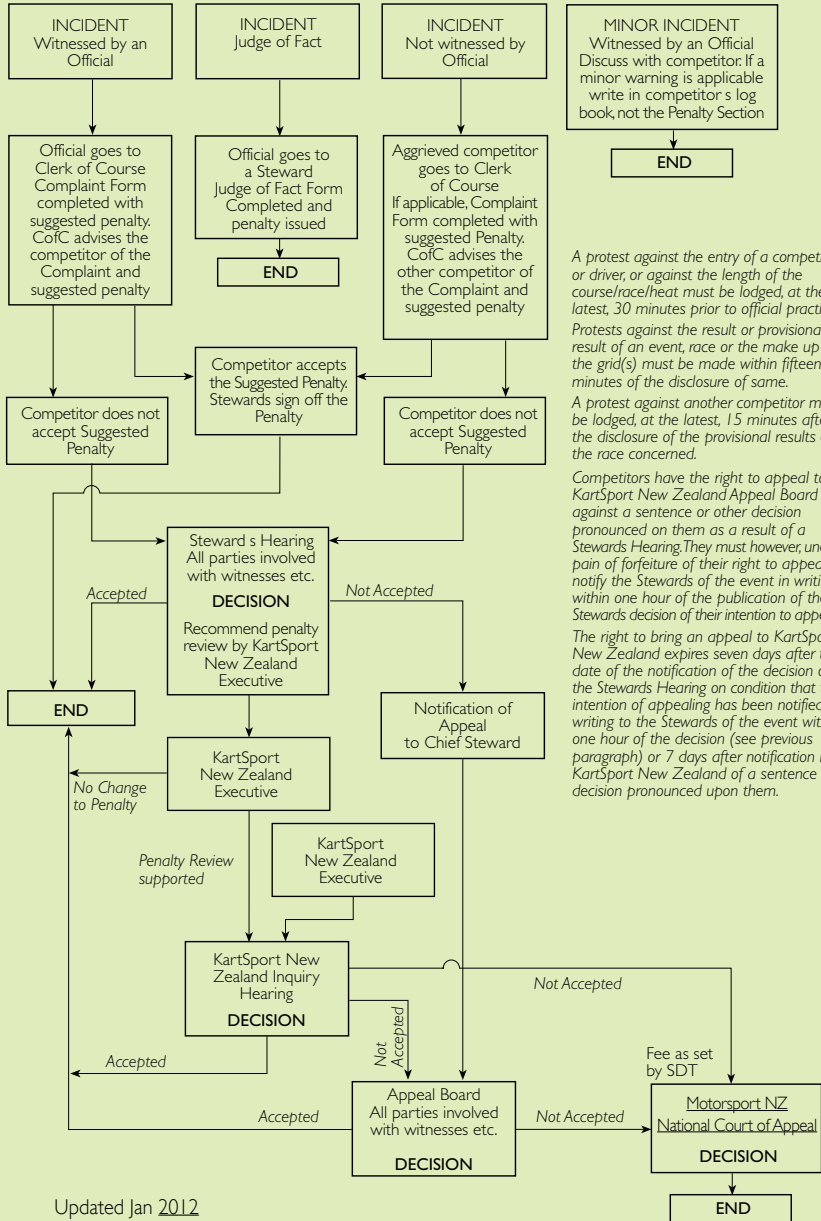
SECTION C

The Judicial Procedure Reporting Flow Chart



SECTION C

The Judicial Procedure Flow Chart



A protest against the entry of a competitor or driver, or against the length of the course/race/heat must be lodged, at the latest, 30 minutes prior to official practice.

Protests against the result or provisional result of an event, race or the make up of the grid(s) must be made within fifteen minutes of the disclosure of same.

A protest against another competitor must be lodged, at the latest, 15 minutes after the disclosure of the provisional results of the race concerned.

Competitors have the right to appeal to a KartSport New Zealand Appeal Board against a sentence or other decision pronounced on them as a result of a Stewards Hearing. They must however, under pain of forfeiture of their right to appeal, notify the Stewards of the event in writing within one hour of the publication of the Stewards decision of their intention to appeal.

The right to bring an appeal to KartSport New Zealand expires seven days after the date of the notification of the decision of the Stewards Hearing on condition that the intention of appealing has been notified in writing to the Stewards of the event within one hour of the decision (see previous paragraph) or 7 days after notification by KartSport New Zealand of a sentence or decision pronounced upon them.

SECTION D

D ELIGIBILITY AND REQUIREMENTS TO COMPETE

DI INTERPRETATION OF REGULATIONS, CODES, RULES, PROCEDURES & SPECIFICATIONS

Misunderstanding or misinterpretation of any of these Regulations, Codes, Rules, Procedures and Specifications does not invalidate them. The correct interpretation, including their application and execution, when required, will be made as follows:

Regulations: National President, Executive,

Codes: National President, Executive,

Rules: National Steward or available on written request from the Executive,

Specifications: National Technical Officer or available on written request from the Executive,

Technical Procedures: National Technical Officer or available on written request from the Executive.

D1.1 **ELIGIBILITY:** The competitor (and parent/legal guardian for drivers under 18) shall be conversant with all rules governing karting. Every competitor must hold a current kart competition licence endorsed by a KartSport New Zealand Steward approving competence to compete in any sprint, road or circuit race, before an entry is submitted or accepted. In all competition from Club level up, a competitor MUST be currently registered with KartSport New Zealand. (ie. Hold a kart Competition Licence.) In all competition from Club level up a competitor must also be a full driving (racing) member of a KartSport New Zealand affiliated Club on the day of the event and be able to produce proof of such Club membership on demand. Such membership may be as provided in 'One Day Competition Licence' (Refer D2.2).

No person shall drive, in competition, practice or testing, a class of kart other than that specified for their age group.

D1.2 **AGE LIMITS:** Competitors are subject to the following age limits:-

CADET CLASS: Being competitors aged 6 and under 12 years. No competitor under the age of 7 years is permitted to hold a licence higher than a 'C' rating. As such they are not eligible to compete in Junior Restricted, Junior, Senior sprint, nor SuperKart competition. Cadets are permitted only to compete with a kart and engine as laid down elsewhere in this Manual.

JUNIOR RESTRICTED CLASS: Being competitors aged 10 and under 14 years. As such they are not eligible to compete in Junior, Senior sprint, nor SuperKart competition.

JUNIOR CLASSES: Being competitors aged 12 and under 17 years. As such they are not eligible to compete in Senior sprint competition. 'A' Sprint Licence rated Junior competitors who are 14 years old and over may compete in the SuperKart Junior 100cc Yamaha Class.

SENIOR CLASSES: Being competitors 15 years and over but subject to the rating and qualifications as entered on the competition licence.

MASTERS CLASSIFICATION: Competitors in any Senior class over the age of 40 who wish to be recognised as a "Master" will use a green number plate as defined in Rule L2.9. Such competitors will compete in the Senior class of their choice (as defined in Section E) and may be recognised in a "Masters" classification if the event organisers so decide.

D1.3 **AGE UPGRADING:** A competitor, upon reaching the lower age limit for their next respective class may -

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- (a) Immediately move into Junior Restricted/Junior/Senior classes.
- (b) Continue in their respective class until the maximum age limit is reached.
- (c) When upgrading, each respective licence book MUST be forwarded to the licence secretary immediately for amendment. 'A' licence ratings will not be carried forward. There is no charge for the upgrade.
- (d) Down grading is not permitted.

D2 COMPETITION LICENCE:

D2.1 This is available only from the KartSport New Zealand Competition Licence Secretary, on application. 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 12 months from the day of issue and the Licence expires at midnight on the last day of the month 12 months after issue. For Licence renewals the Licence period is for 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 month 12 months after issue.

The Licence fee is \$196.00.

Subsequent family members residing at the same address pay only \$146.00 each regardless of class.

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 or renewed licence. When applying for a competition licence renewal the previous year's licence including rating page and ALL KartSport New Zealand race event log book pages must be forwarded. Any competitor with either an 'A' or 'B' rated sprint licence who does not have evidence in his/her log book of competing at a minimum of two club days in the previous 12 months will be downgraded one grade unless he/she provides a written waiver from the National Steward. Drivers 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 \$10.00.

A licence downgrading from 'A' to 'B' 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 will be carried forward into the new Licence Log Book for the proceeding 12 month period.

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D2.2 ONE DAY COMPETITION LICENCE:

One day licences are available ONLY at club days and for the NZ Masters Games at permanent sprint tracks for any competitor who does not hold a current KartSport New Zealand competition licence. Only 3 one day licences may be issued per person per year. The suggested charge for a one day licence is \$30.00 (GST inclusive). Club membership of the issuing Club and practice the day before the racing is included. One day licences must only be issued by a Club official and countersigned by a KartSport New Zealand Steward for their respective class as per KartSport New Zealand rules.

Clubs pre-purchase one day licence books of 10 at a cost of \$204.00 (GST inclusive) from KartSport New Zealand Competition Licence Secretary. Books of 5 at a cost of \$102.00 can be arranged on special request.

D2.3 NUMBERING: Every competition licence is numbered and this is your registered racing number. It is the responsibility of every competitor to affix a number to plates and display them. (Rule L2)

D2.4 COMPETITION LICENCE/LOG BOOK PRESENTATION:

Competitors MUST present a current Competition Licence and Log Book in order to be eligible to compete at the event. The Competition Licence and Log Book must be presented on request. The Log Book must be signed by a KartSport New Zealand Race Official of the event. Competitors must have the correct Licence and Licence rating for the event. The rating must have been signed at least 10 days prior to the event.

Exceptions – Club Days only

- (a) New karters may pay all fees to the Race Secretary on the day providing the Club accepts the responsibility as an agent of KartSport New Zealand to check the application, confirm to the Chief Steward of the event the application and forward the new applicant's confirmation of club membership or current club membership card, all fees and the appropriate forms to the Competition Licence Secretary within 48 hours of the event. A club is not obliged to offer this service.
- (b) At licence renewal times a list from the Competition Licence Secretary of licence applications received and or just dispatched will be accepted. The Competition Licence Secretary is not obliged to offer this service.
- (c) In the advent of a competitor whose licence has not been renewed the competitor may pay all fees to the Race Secretary on the day providing the Club accepts the responsibility as an agent of KartSport New Zealand and in conjunction with the Chief Steward of the event checks the competitor's most recent competition licence and log book to ensure there are no unpaid fines or suspensions still in force. Check the forms have been completed correctly, licence fees paid and club membership is current. The Race Secretary must forward the current club membership card, the cover and appropriate pages from the competition licence and log book, all fees and the appropriate forms to the Competition Licence Secretary within 48 hours of the event. A club is not obliged to offer this service.

Exceptions – All Events

In the advent of a competitor not being able to provide a current competition licence and log book a declaration may be completed. The declaration will be: I have a current KartSport New Zealand competition licence, I have the appropriate

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licence rating to compete at this event, I do not have any endorsements, suspensions, unpaid fines or penalties in my competition licence log book which would exclude me from this competition. The fee for completing this declaration is \$51.00 and is not refundable. Completing a false declaration will incur a penalty of \$1000.00. In addition, a suspension of competition licence may be imposed. Only KartSport New Zealand Stewards authorised by the National Steward will have the authority to accept this declaration.

(a) A Declaration is not to be used for a competition licence in transit.

(b) **One Day Licences:** A One-Day Licence cannot be issued to any competitor who holds a current competition licence. (Refer D2.2)

D3 LICENCE RATINGS:

D3.1 SPRINT:

'C' rating - CLUB LEVEL ONLY

May only be signed by a KartSport New Zealand Grade 1, 2 or 3 Steward/Clerk of the Course to promote a non-rated driver.

'B' rating - OPEN COMPETITION, NATIONAL SCHOOLS CHAMPIONSHIPS, NATIONAL DIRT EVENTS, ISLAND SUPERKART and ISLAND GRAND PRIX EVENTS

May only be signed by a KartSport New Zealand Grade 1 or 2 Steward/Clerk of Course in conjunction with at least one other KartSport New Zealand Steward/Clerk of Course to promote a driver from 'C' to compete at meetings outside Club level or National Schools Championships, National Dirt events, Island Superkart and Island Road Grand Prix events.

'A' rating - NATIONAL and ISLAND EVENTS

May only be signed by a KartSport New Zealand Grade 1 Steward/Clerk of the Course in conjunction with at least one other KartSport New Zealand Steward to promote a driver to the above events. May also be required at the National Steward's discretion for other events.

A competitor can only obtain an 'A' rating by competing at a KartSport New Zealand 'E' permitted event and attaining the degree of competence for such signing. A KartSport New Zealand Grade 1 Steward/Clerk of the Course and at least one other KartSport New Zealand Grade 1, 2 or 3 Steward/Clerk of the Course are given the authority to sign 'A' rated licences at Club events if they deem that the standard of the competition in that particular class is equal or better than a E permitted event.

D3.2 SUPERKART:

'B' rating

A portion of the licence is made available for up to three observations. A competitor may be promoted by a KartSport New Zealand Grade 1 Steward/Clerk of the Course in conjunction with at least one other KartSport New Zealand grade 1, 2 or 3 Steward/Clerk of the Course after the 1st or 2nd observation providing the required level of competence has been achieved. A new competitor will start at the back of each respective class for the first heat of each race day until such time a 'B' rating has been awarded. Unrated competitors will display an 'X' number plate. (Rule G1.7)

'A' rating - OPEN SUPERKART

May only be signed by a KartSport New Zealand Grade 1 Steward/Clerk of the

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Course in conjunction with at least one other KartSport New Zealand Grade 1, 2 or 3 Steward/Clerk of the Course.

A competitor must hold an 'A' rating to compete at National events. An 'A' rating may also be required for some meetings at the National Steward's discretion.

General Note: All observations to be made and signed by a Grade 1, 2 or 3 KartSport New Zealand Steward/Clerk of the Course at a bona fide race meeting at least 10 days prior to an event.

D3.3 **LICENCE RATING UPGRADE:** Any competitor requesting a rating upgrade will be observed in competition and will be required to satisfactorily complete a questionnaire before the rating will be considered.

D4 INTERNATIONAL KART LICENCE, COMPETITION VISA and INTERNATIONAL ENTRANT LICENCE

(Cost \$102.00): Download forms from www.kartsport.org.nz

Any registered competitor wishing to compete overseas is required to apply to the KartSport New Zealand Competition Licence Secretary for an International Kart Licence. When applying for an International Kart Licence, a current KartSport New Zealand 'A' rated licence, 4 current passport photos, medical certificate, completed application form and \$102.00 MUST be included.

An International Kart Licence is only valid for the year issued. A competitor who has a domestic penalty, suspension or unpaid fine will have their International Kart Licence withdrawn or suspended by the National Steward. Competitors travelling to compete overseas must make application for an International Kart Licence at least 60 days prior to departing New Zealand.

A competitor who applies for an International Kart Licence inside the 60 days will be responsible to pay any additional administration costs that KartSport New Zealand incurs.

International Kart Licence holders please note: If competing at a CIK-FIA sanctioned Championship event, the CIK-FIA invoice each ASN that has competitors participating for the Prize Fund. When this arises, competitors will be responsible for this cost. Further information on charges can be sourced from the KartSport New Zealand.

Competitors (and parent/legal guardians of minors) competing at CIK-FIA sanctioned events will also normally require an International Entrant Licence. Application for an International Entrant Licence should be made at the same time as for the respective International Kart Licence and must include two passport photos and date of birth of the Entrant.

TRANS TASMAN VISA (Cost \$41.00):

Any competitor wishing to compete in Australia is required to apply to the KartSport New Zealand for a Trans Tasman Visa. When applying for a Trans Tasman Visa, 4 current passport photos, medical certificate, completed application form and \$41.00 MUST be included.

D5 **PERSONAL TRANSPONDERS**

All licenced competitors who are listed on the KartSport New Zealand database as members of the following Clubs:

- Kartsport Auckland
- KartSport Mt Wellington
- KartSport Bay of Plenty

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- KartSport Hamilton
- [KartSport Tokoroa](#)
- [KartSport Rotorua](#)
- KartSport Taranaki
- KartSport Manawatu
- KartSport Hawkes Bay
- KartSport Wellington
- KartSport Nelson
- KartSport Marlborough
- [KartSport Canterbury](#)
- KartSport Dunedin
- KartSport Southland
- [Formula S KartSport](#)
- [KartSport SuperKart Drivers](#)

are required to have a personal transponder, model AMB TranX160, and mounting bracket. The transponder must be sourced via KartSport New Zealand.

Lease: \$123 deposit on issue plus \$74 per annum payable at licence issue and at subsequent licence renewal.

All transponders leased from KartSport New Zealand are recycled units, most of which have been name registered on AMB My-laps by a previous lessee. New lessees wanting to lease a deregistered transponder must pay an additional \$50 fee for a deregistered transponder.

OR

Purchase (preowned, deregistered transponder: \$388 payable at licence issue.

All competitors entering KartSport New Zealand Championship events must, no later than at the time of submitting their entry, have their own personal transponder as registered on the KartSport New Zealand database.

D6 LICENCE ELIGIBILITY

KartSport New Zealand may issue Competition Licences to:

- Citizens of New Zealand.
 - Citizens of another country represented on the CIK-FIA in accordance with the International Sporting Code providing the applicant produces to his/her parent ASN and KartSport New Zealand proof of permanent residence in New Zealand and proof that his/her parent ASN has cancelled any Licence originally issued.
-

SECTION E

E CLASSES

EI SUPERKART CLASSES

EI.1 100cc YAMAHA

Eligible engine: 100cc Yamaha KT 100S Piston Port to KartSport New Zealand specs.

MAW 150kg.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

Brakes: Front wheel brakes not permitted.

Karts must comply with sprint chassis rules. No belt drives, axle clutches or semi laydown seats.

Bubbles and nose spoilers permitted. (Rule K4.3)

No seat may be at less than 45° measured to the horizontal.

EI.2 125cc ROTAX MAX LIGHT

Eligible engine: Bombardier Rotax FR125Max to KartSport New Zealand specs.

MAW 165kg.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

Brakes: Front wheel brakes not permitted.

Karts must comply with sprint chassis rules. No belt drives, axle clutches or semi laydown seats.

Bubbles and nose spoilers permitted. (Rule K4.3)

No seat may be at less than 45° measured to the horizontal.

EI.3 125cc ROTAX MAX HEAVY

Eligible engine: Bombardier Rotax FR125Max to KartSport New Zealand specs.

MAW 185kg.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

Brakes: Front wheel brakes not permitted.

Karts must comply with sprint chassis rules. No belt drives, axle clutches or semi laydown seats.

Bubbles and nose spoilers permitted. (Rule K4.3)

No seat may be at less than 45° measured to the horizontal.

Engine Technical rules for the Rotax Max class are under the control of KartSport New Zealand Executive in conjunction with Rotax. The KartSport New Zealand Executive reserves the right to alter the class specifications to ensure fairness of competition, safety and the wishes of the competitors. Only written submissions from clubs will be accepted for changes, with the Executive acting on them if considered necessary.

(**Note:** A competitor is not permitted to compete in more than one 125cc Rotax Max class at any one event.)

EI.4 NATIONAL

Maximum wheelbase 1060mm

Carburettor: venturi size and shape open

Fuel: Category 1 (Rule L4.1)

Belt drive, non-variable, permitted.

Tyres must have the appropriate speed rating.

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Eligible engines:

Any production single cylinder motorcycle engine up to 125cc with minimum of three (3) gears.

Single carburettor

MAW: 175kg

Brakes (Rule K4.8)

Bubbles and nose spoilers permitted (Rule K4.3)

Maximum seat lay back 30 degrees from the horizontal

Any production single cylinder motorcycle engine up to 250cc with minimum of three (3) gears.

Single carburettor

MAW: 195kg

Brakes (Rule K4.8)

Bubbles and nose spoilers permitted (Rule K4.3)

Maximum seat lay back 30 degrees from the horizontal

KZ2/Formula C 125cc engine as previously or currently homologated by the CIK. Engines must use the homologated gearbox ratios and exhaust for the respective engine.

Single carburettor

MAW: 175kg

Brakes (Rule K4.8)

Bubbles and nose spoilers permitted (Rule K4.3)

Maximum seat lay back 30 degrees from the horizontal.

Non-Gear Box up to 250cc (i.e. Wankel, Biland or other.)

MAW: 175kg

Brakes (Rule K4.8)

Bubbles and nose spoilers permitted (Rule K4.3)

Maximum seat lay back 30 degrees from the horizontal.

Note: Where there are more than 6 entrants of any engine category in this class, they will run as part of the National field but will be eligible to be recognised in their own right and be awarded keepsie trophies to 3rd place. The winner will be the Champion of that category and will be recognised with a perpetual trophy. However NZ plates will be awarded to the overall winner regardless of engine category.

E1.5 INTERNATIONAL

Eligible engines: Any engine or combination of engines not exceeding 250cc.

Division 1

Two or more cylinders

MAW: 210kg.

Division 2

One cylinder

MAW: 195kg.

Rear wheels must be fitted with bead locks.

Fuel: Category 1 or 2 (Rule L4.1)

Brakes (Rule K4.7)

Note: Where there are more than 6 entrants in a Division, the Division will be recognised in its own right and be awarded keepsie trophies to 3rd place. The winner will be the Champion of that Division and will be recognised with a perpetual trophy. However NZ plates will be awarded to the overall winner regardless of Division.

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NON CHAMPIONSHIP SUPERKART CLASS

E1.6 JUNIOR 100cc YAMAHA

Minimum Age: 14 years old

Minimum Licence Rating: A Sprint

Eligible engine: Yamaha KT100S Piston Port to KartSport New Zealand specs

MAW: 135kg

Fuel: Pump petrol (Rule L4.1)

Tyre Restricted class. (Rule L3.5)

Bodywork as per sprint chassis (Rule K.40, K1.42, K1.43)

No bubbles or nose spoilers permitted. Kart must comply with sprint chassis Rules.

No belt drives, axle clutches or semi laydown seats. No seat may be at less than 45 degrees measured to the horizontal.

Note: Rules D1.1 and D1.2 apply.

E2 SUPERKART GRAND PRIX CLASSES

E2.1 YAMAHA/ROTAX GRAND PRIX

100cc Yamaha as per Rule E1.1

125cc Rotax Max Light as per Rule E1.2

125cc Rotax Max Heavy as per Rule E1.3

Mixed Grid as per Time Trials, fastest to the front.

Class winners to be recognised.

E2.2 OPEN GRAND PRIX

National as per Rule E1.4

International as per Rule E1.5

Mixed Grid as per Time Trials, fastest to the front.

Class winners to be recognised

Each Grand Prix winner is entitled to use the letters 'GP' as race plates up to and including the next respective New Zealand Grand Prix.

SECTION E

E3 SPRINT CLASSES

Note: If a class is not contested for two consecutive years at the National Sprint Championships it will become a Non-Championship class. Exception: Any class superseding another is to have four years not contested before becoming Non-Championship.

JUNIOR CLASSES (For age limits see Section D)

E3.1 CADET:

Drivers: 7 years and under 12 years.

Chassis: (Rule K3)

Eligible engine: Raket 85 to KartSport New Zealand specs. (Rule N11)

MAW: 88 kg.

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)

E3.2 JUNIOR RESTRICTED 100cc YAMAHA

Drivers: 10 years and under 14 years.

Eligible engine: 100cc Yamaha KT100S piston port to KartSport New Zealand specs. (Rule N2)

Clutch: Obligatory (Rule M2)

MAW: 117 kg.

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

E3.3 JUNIOR 100cc YAMAHA

Drivers 12 years and under 17 years.

Eligible engine: 100cc Yamaha KT100S piston port to KartSport New Zealand specs. (Rule N1)

Clutch Optional (Rule M2)

MAW: 133kg.

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

E3.4 KF3

Drivers: 12 years and under 17 years.

Eligible engine: KF3 variant of a KF4 engine as homologated by the CIK.

MAW: 145kg. Minimum dry weight (without fuel) of kart 75kg.

Clutch: Obligatory. Must be as homologated for the engine.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

Brakes: Front wheel brakes not permitted

For further information (Rules N3, N4, N5, N7 and N8)

SENIOR CLASSES

E3.5 100cc YAMAHA LIGHT

Eligible engine: 100cc Yamaha KT100S piston port to KartSport New Zealand specs. (Rule N1)

Clutch Optional (Rule M2)

MAW: 144kg.

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

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E3.6 **100cc YAMAHA HEAVY**

Eligible engine: 100cc Yamaha KT 100S piston port to KartSport New Zealand specs. (Rule N1)

Clutch Optional (Rule M2)

MAW: 165kg.

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

(Note: A competitor is not permitted to compete in more than one 100cc Yamaha class at any one event.)

E3.7 **KF2**

Eligible engines: KF2 variant of a KF4 engine as homologated by the CIK.

MAW: 158kg. Minimum dry weight (without fuel) of kart 75kg.

Clutch: Obligatory. Must be as homologated for the engine.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

Brakes: Front wheel brakes not permitted

For further information (Rule [N3](#), [N4](#), [N5](#), [N7](#) and [N9](#)).

E3.8 **125cc ROTAX MAX LIGHT**

Eligible engine: Bombardier Rotax FR125 Max to KartSport New Zealand specs. MAW 165kg.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

Brakes: Front wheel brakes not permitted.

No carbon fibre/kevlar nor composite materials are permitted except for seat and undertray.

E3.9 **125cc ROTAX MAX HEAVY**

Eligible engine: Bombardier Rotax FR125 Max to KartSport New Zealand specs. MAW 185kg.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

Brakes: Front wheel brakes not permitted.

No carbon fibre/kevlar nor composite materials are permitted except for seat and undertray.

Engine Technical rules for the Rotax Max class are under the control of KartSport New Zealand Executive in conjunction with Rotax. The KartSport New Zealand Executive reserves the right to alter the class specifications to ensure fairness of competition, safety and the wishes of the competitors. Only written submissions from clubs will be accepted for changes, with the Executive acting on them if considered necessary.

(Note: A competitor is not permitted to compete in more than one 125cc Rotax Max class at any one event.)

E3.10 **KZ2**

125cc reed valve engine as homologated by the CIK for the KZ2 class with the homologated gearbox ratios, homologated exhaust and a CIK homologated inlet silencer for the respective engine.

MAW: 175 kg.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

For further information (Rule [N3](#), [N4](#), [N5](#) and [N6](#))

SECTION E

E3.11 OPEN

Maximum capacity 250cc.

Fuel: Category 1 (Rule L4.1)

This class is controlled by the listed MAW weights.

NON GEARBOX:

100cc rotary or reed	130 kg.
Over 100cc and up to 150cc	140 kg.
Over 150cc and up to 250cc	160 kg.
Up to 250cc Four Stroke Wankel Rotary Engine	160 kg.

GEARBOX:

Formula 125S	170 kg.
Up to 125cc non-motorcycle engine	170 kg.
Over 125cc and up to 250cc	170 kg.

NON CHAMPIONSHIP CLASSES

E3.12 FORMULA 125S

Eligible engines: Any production single cylinder motorcycle engine up to 125cc with a minimum of 3 gears.

Single carburettor with maximum venturi of 38.5 mm.

MAW 176 kg.

Fuel: Pump petrol (Rule L4.1)

Brakes: (Rule K1.14 and K1.15)

Tyre restricted class (Rule L3.5)

E3.13 FORMULA JUNIOR

Drivers 12 years and under 17 years.

Eligible engines:

KF3: KF3 variant of a KF4 engine as homologated by the CIK. (Rule N7 and N8)

Other Engines:

Any stock, purpose built kart engine up to 125cc Non gearbox and fitted with an engine clutch to the manufacturer's specifications. No power valves permitted.

Approved engines are:

Rotax FR125 Max Junior (Rule N14)

Vortex Rok Junior (Rule N15)

MAW: 145kg

Clutch: Obligatory. (Rule M2)

KF3 - must be CIK homologated.

Other engines – original as supplied with engine.

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

NOTE: Non-Championship status except for NZ Schools and NZ Dirt Championship for which status is ongoing.

E3.14 125cc Rotax Max Junior

For Rounds of the NZRMC only.

Drivers 12 years and under 17 years

Eligible Engine: Rotax FR125 Max Junior (Rule N14)

MAW 145kg

Fuel: Pump petrol (Rule L4.1).

Tyre restricted class. (Refer Supplementary Rules for NZRMC)

Brakes: Front wheel brakes not permitted.

No carbon fibre/kevlar nor composite materials are permitted except for seat and undertray.

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E3.15 **100cc CLUB CLASS YAMAHA**

Maximum licence rating 'C'.

Eligible engine: 100cc Yamaha KT100S piston port to KartSport New Zealand specs. (Rule N1)

Clutch: Optional (Rule M2)

MAW: 145kg.

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

E3.16 **100cc YAMAHA MASTERS**

Eligible age: 30 years and over

Eligible engine: 100cc Yamaha KT100S piston port to KartSport New Zealand specs.

Clutch: Optional (Rule M2)

MAW: 153kg

Fuel: Pump petrol (Rule L4.1)

Brakes: front wheel brakes are not permitted

Tyre restricted class (Rule L3.5)

Only at Group E - Club Day events. (Exception: recognised Group E Permit Masters events approved by KartSport New Zealand.)

Number Plates (Rule L2.9 applies)

E3.17 **CLUBSPORT 120**

Maximum licence rating 'B'.

Eligible engine: Raket 120 to KartSport New Zealand specs.

MAW 160kg

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

Clutch: Obligatory. Must be the clutch as originally supplied with the Raket 120 engine. (Rule M2)

Chassis: Exactly as per KartSport New Zealand chassis sprint unless otherwise specified. (Rule K1)

Telemetry: No data acquisition systems or telemetry devices other than rev counter and/or lap timer with or without memory. No temperature measuring or recording devices allowed.

Rules for this class are under the control of KartSport New Zealand Executive. The KartSport New Zealand Executive reserves the right to alter the class specifications to ensure fairness of competition, safety and the wishes of the competitors. Only written submissions from clubs will be accepted for changes, with the Executive acting on them if considered necessary.

E3.18 **JUNIOR CLUBSPORT 120**

Maximum licence rating 'C'.

Eligible engine: Raket 120 to KartSport New Zealand specs.

MAW 133kg

Fuel: Pump petrol (Rule L4.1)

Brakes: Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

Clutch: Obligatory. Must be the clutch as originally supplied with the Raket 120 engine. (Rule M2)

SECTION E

Chassis: Exactly as per KartSport New Zealand chassis sprint unless otherwise specified. (Rule K1)

Telemetry: No data acquisition systems or telemetry devices other than rev counter and/or lap timer with or without memory. No temperature measuring or recording devices allowed.

Eligible for Group E event – Club Day competition only.

Not to be raced in conjunction with Formula Junior or KF3 class.

Rules for this class are under the control of KartSport New Zealand Executive. The KartSport New Zealand Executive reserves the right to alter the class specifications to ensure fairness of competition, safety and the wishes of the competitors. Only written submissions from Clubs will be accepted for changes, with the Executive acting on them if considered necessary.

E3.19 **KZ2 MASTERS**

For Rounds of the ProKart Series only.

125cc reed valve engine as homologated by the CIK for the KZ2 class with the homologated gearbox ratios, homologated exhaust and a CIK homologated inlet silencer for the respective engine.

MAW: 186 kg.

Fuel: Pump petrol (Rule L4.1)

Tyre restricted class. (Rule L3.5)

For further information (Rule N3, N4, N5 and N6)

Eligible age: 40 years and over

Number Plates (rule L2.9 applies)

NEED TO FIND

Rule updates, club contacts, calendar of events,
race meeting reports, for sale, general information etc.

Visit KartSport New Zealand web site.

www.kartsport.org.nz

SECTION F

F HEALTH and DISABILITY, ANTI DOPING CODE and INTOXICATING LIQUOR

FI HEALTH and DISABILITY DECLARATION

FI.1 SCOPE

All competitors wishing to participate in activities covered under the Rules and By Laws of KartSport New Zealand are required to make a formal declaration of medical aptitude and, if required by KartSport New Zealand, undergo an annual medical examination.

FI.2 ANNUAL HEALTH & DISABILITY DECLARATION

- (a) Its purpose is to enable the KartSport New Zealand Medical Assessor annually to determine whether the competitor has the level of physiological or physical condition required to control a kart in either competition or practice.
- (b) This is obtained by completion of the Health and Disability Declaration Form issued by KartSport New Zealand.
- (c) The completed Health and Disability Declaration Form is dispatched along with the Competition Licence application/renewal to KartSport New Zealand for processing.
- (d) In processing Health and Disabilities, KartSport New Zealand shall refer on to its Medical Assessor any declaration with predetermined responses that require consideration of aptitude.

For such referrals, KartSport New Zealand shall advise the applicant of the situation. In such cases the applicant can not take part in any competition or practice until such time as they have received written authorisation to take part.

The Medical Assessor shall determine on behalf of KartSport New Zealand as to whether a;

- (i) Medical Clearance card can be issued; or
- (ii) Full medical examination is required prior to further consideration; or
- (iii) Medical Clearance card can not be issued.
- (e) Should KartSport New Zealand on the advice of its Medical Advisor determine that the Health and Disability Declaration submitted by the applicant indicated a level of physiological and/or physical fitness below that deemed acceptable, KartSport New Zealand may seek further information from the applicant or decline to issue a Medical Clearance Card.
- (f) All costs associated with the Medical Assessment, any follow up assessments, and issuing of the Health and Disability Clearance Card shall be met by the applicant.

FI.3 DECLARATION REQUIREMENTS

(a) **Physiological and Physical**

The Health and Disability form and Medical Examination form issued by KartSport New Zealand specify items to be satisfied. The following illnesses and disabilities are deemed incompatible or require medical assessment by the KartSport New Zealand Medical Assessor:

(i) **Incompatible illnesses and disabilities:**

Epilepsy with behavioural effects, or under treatment; amputations, except in the case of fingers where the grip function in both hands is unimpaired;

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orthopaedic appliances, if the functional result is not equal or near to normal; free movement of the limbs impeded by more than 50%.

(ii) **Illnesses or disabilities requiring a medical assessment by KartSport New Zealand:**

Insulin-dependent diabetes, on condition that a confidential document proving the regular supervision of the party concerned and of his treatment is submitted to the Medical Assessor approved by KartSport New Zealand and that the Medical Certificate of Aptitude bears the wording "medical supervision necessary", myocardial infarction and myocardial ischaemia, valvular disease or other abnormal cardio-vascular conditions, functional limitation of the articulations of the hand superior to 50% and affecting two or more fingers of the same hand; orthopaedic appliances allowing the party concerned to recover normal or near normal functional activity; psychiatric conditions.

F1.4 EYESIGHT STANDARDS AS REQUIRED

(a) Visual acuity (before or after correction, sight for each eye should be at least 6/7.5).

Furthermore, any subject whose visual acuity in one eye only is diminished and cannot be corrected and who necessarily has controlateral vision, whether corrected or not, equal to or greater than 6/6, may obtain a competition licence under the following conditions and after examination by a competent ophthalmic specialist:

(i) Field of vision equal to or greater than 2000

(ii) Functional stereoscopic vision,

(iii) Condition of the fundus excluding pigmentary retinal damage

(iv) Any old or congenital damage shall be strictly unilateral

(b) Normal binocular vision.

(c) Normal colour vision (recourse to the Ishihara tables in doubtful cases and to the Beyne Lantern or a similar system in cases of error); in any case, no errors in the perception of the colours of the flags used in international competitions.

(d) Normal field of vision

(e) Normal stereoscopic vision (licence should not automatically be issued to applicants who are blind in one eye. KartSport New Zealand upon advice from its Medical Assessor may determine conditions and/or restrictions of licence in such cases.)

(f) The wearing of contact lenses is permitted provided that:

(i) These shall have been worn for a period longer than 12 months and for a significant period every day.

(ii) They are certified as satisfactory for motor racing by the ophthalmic specialist who supplied them.

F1.5 MEDICAL EXAMINATION FOLLOWING ACCIDENT OR ILLNESS

(a) In the event of an accident, whether during a competition or in other circumstances occasioning incapacity for a period of ten days or over; or in the case of an illness or disability as covered in F1.3, the driver (or legal guardian/representative) is required to notify the KartSport New Zealand Medical Officer within 5 days of the accident.

(b) Either enclosing a confidential medical certificate addressed to the KartSport New Zealand Medical Assessor; bearing the diagnosis, the prognosis, and the extent of the injury or infirmity incurred.

SECTION F

- (c) Or by giving authorisation for confidential written communication between the KartSport New Zealand Medical Assessor and that person's usual Medical Advisor.
- (d) All the illnesses or disabilities mentioned in F1.3 of these rules must be submitted to the KartSport New Zealand Medical Assessor for an opinion
- (e) In the event of an accident resulting in incapacity for a period of 10 days or longer, and following receipt of a document attesting that the patient is healed or recovered, or of a hospital discharge form, the KartSport New Zealand Medical Assessor shall either reconfirm the validity of the appropriate Medical Clearance Card of that he/she should undergo a complete annual medical examination procedure.
- (f) From the date of the accident or the discovery of illness or disability, as covered in F1.3, no competitor may take an active part in any KartSport New Zealand sporting events until they have received authorisation from KartSport New Zealand.
In such circumstances the medical clearance card and corresponding competition licence are declared temporarily suspended until the authorisation is received from KartSport New Zealand.
- (g) Failure to comply with the requirements of this article will give rise to the application of sanctions by KartSport New Zealand.

F1.6 MEDICAL APPEALS

- (a) A Medical Commission appointed by KartSport New Zealand will be called upon to determine any issue arising between the KartSport New Zealand Medical Assessor and Competitors.
A competitor may possibly be required to undergo an observed test drive in the presence of a doctor, or a member of the Medical Commission.
The decisions reached by the Medical Commission will be recognised in all other countries falling under the sporting jurisdiction of the CIK-FIA.
 - (b) Any competitor who intends to appeal against any decision of the KartSport New Zealand Medical Assessor must deliver an intention to appeal to the Manager of KartSport New Zealand within seven (7) days of the announcement of the decision being appealed.
Such intentions shall be accompanied by the prescribed Medical Appeal Fee. (Refer Section B Appendix 2)
All costs associated with calling the Medical Commission and their attendance fees in hearing the matter will be the responsibility of the appellant unless the findings of the Commission deem otherwise.
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SECTION F

F2 ANTI-DOPING CODE, DRUGS and INTOXICATING LIQUOR

F2.1 Pursuant to Clause B2.1 of the Constitution and Rule C3.2 of the Judicial Code, all competitors and officials are subject to the international rules covering the use of drugs in sport.

F2.2 KartSport New Zealand has adopted the Sports Anti-Doping Rules which are managed by Drug Free Sport New Zealand. The Sports Anti-Doping Rules detail the judicial process to be followed. Any penalties imposed will be as determined by this judicial process.

Note: *The Sports Anti-Doping Rules can be found on the Drug Free Sport New Zealand website www.drugfreesport.org.nz*

F2.3 Prohibited Substances

F2.3.1 The list of prohibited substances published by the World Anti-Doping Agency and any additional provisions, are set out on the Drug Free Sport NZ website.

Note: *Further enquiries about forbidden drugs can be obtained by contacting the agency's Hotline 0800 DRUG FREE (0800 378-437). The reference list of substances is regularly updated. Competitors can also obtain a booklet from Drug Free Sport NZ entitled "Drug Testing – Athlete Rights and Responsibilities."*

F2.3.2 It is the competitor's and official's responsibility to ensure that prior to entering/participating in any event that any substance taken does not contravene the list of banned substances.

F2.3.3 Prohibited substances include, but are not limited to, the following classes:

- a. Anabolic Agents
- b. Hormones and related substances
- c. Beta-2 Agonists
- d. Hormone Antagonists and Modulators
- e. Diuretics and other Masking Agents
- f. Stimulants including benzylpiperazine (BZP)
- g. Narcotics including Cannabinoids
- h. Glucocorticosteroids
- i. Beta Blockers
- j. Alcohol
- k. Any other substance(s) that may be prescribed from time to time.

F2.4 **TESTING**

F2.4.1 Prohibited substance and alcohol testing will be undertaken.

F2.4.2 Testing of Minors. Where a minor is a competitor, consent to testing is considered to be given, by a person of legal responsibility for that minor, upon receipt by the Organisers of that Series, or Event of the signed Entry Form for that competitor.

F2.4.3 KartSport New Zealand will ensure that all testing procedures and processes are conducted in accordance with the protocols established from time to time by Drug Free Sport NZ.

F2.4.4 Testing for Prohibited Substances

(1) Drug testing will be undertaken by Drug Free Sport NZ.

(2) Where a positive result for a prohibited substance is confirmed by Drug Free Sport New Zealand, the competitor or official will be suspended immediately.

F2.4.5 Testing for Alcohol

- (1) Alcohol testing will be undertaken by a KartSport New Zealand appointed Official(s). This Official(s) will be judge of Fact – Alcohol Testing. The name(s) of the Judge(s) of Fact – Alcohol Testing will be posted on the Official Notice Board. An approved digital breathalyzer will be used. The tolerance for breath alcohol has been fixed at zero.
- (2) No competitor will be allowed to compete if a positive test is given. A competitor returning a positive test will be given the opportunity to take a second test within twenty (20) minutes of the first test. Any competitor returning a second positive test will not be permitted to take any further part in the meeting until such time as a twelve (12) hours stand-down period has been observed, taken from the time of the second test and a zero reading is obtained from that competitor.
- (3) No official will be allowed to officiate if a positive test is given. An official returning a positive test will be given the opportunity to take a second test within twenty (20) minutes of the first test. Any official returning a second positive test will not be permitted to take any further part in the event until such time as a twelve (12) hours stand-down period has been observed, taken from the time of the second test and a zero reading is obtained from that official.

F2.5 PRESCRIPTION MEDICATION EXEMPTION

F2.5.1 At Licence application or renewal (for a condition requiring continuous treatment) or when a competitor/official is obliged to follow a treatment requiring him or her to take prohibited medication, they shall contact KartSport New Zealand at least 21 days before the event, for an application to the KartSport New Zealand Medical Officer for a Therapeutic Use Exemption (TUE). A reply (positive or negative) will be supplied to the applicant and KartSport New Zealand advised by the Medical Officer. KartSport New Zealand will maintain a dossier of TUEs.

F2.5.2 In the event of anti-doping control tests, the competitor/official will be required to produce the TUE to the testing authority.

F2.6 INTERNATIONAL EVENTS

F2.6.1 If a competitor holds a TUE issued by the KartSport New Zealand Medical Officer and wishes to compete in an international event they must advise KartSport New Zealand at least 45 days prior to the event. The driver's TUE dossier held by KartSport New Zealand will then be forwarded to the FIA-CIK for validation. In the event of refusal, notification will be given to the competitor and KartSport New Zealand within 15 days.



SECTION G

G EQUIPMENT AND RESPONSIBILITY

G1 RESPONSIBILITY

- G1.1 **INDEMNITY:** Every competitor and parent/legal guardian (if competitor is under 18 years) whether in practice or competition must sign an indemnity form (which will be supplied by the promoting organisation) before racing. A parent/legal guardian signing on behalf of a minor must be in attendance at all times during the course of the days competition including drivers' briefing. This will in effect indemnify the promoting organisation and affiliates of any responsibility to the competitor or equipment. A completely legal indemnity form must name as indemnified; The CIK-FIA, the MSNZ, KartSport New Zealand and all affiliates, the owner or lessee of the property on which the event is held, the promoting Club and all assistants, helpers, officers, employees and members of any of the forenamed organisations. The indemnity form must then be signed by a witness of the promoting organisation conducting the event.
- G1.2 **CHANGE OF GUARDIAN:** Should a minor's parent or legal guardian not be able to attend the event or need to leave an event before it is completed, the parent/legal guardian and replacement guardian must complete the Change of Guardian Indemnity Form.
- G1.3 **IT IS A COMPETITOR'S RESPONSIBILITY TO:** Ensure that an entry form (when required) is completed in full and correct in detail. Confirm an entry with the race organiser before practice or when required. Present to the Machine Examiners the kart in a clean and race ready condition with race suit, crash helmet, gloves, race footwear, current competition licence including proof of current club membership, and where applicable extra engines, carburettors and tyres. Obey the lawful instructions of a responsible Official. When requested, report to a meeting official with your Competition Licence. Have the kart fully prepared for practice between the times allocated. Store fuel in a safe location. Comply with all rules regarding pit behavior. Be fully acquainted with the programme, and when required, to assemble in the pit grid promptly. Leave the pit area clean and tidy. Be fully conversant with all Regulations, Codes, Rules, Procedures and Specifications governing kart competition. Ensure that all sealing/markings as required of engine (including all auxiliaries), carburettor, intake silencer, exhaust and any other controlled items and tyres is applied before leaving the scales/secure area where such sealing/markings is carried out.
Should a competitor have a medical condition it is the competitor's responsibility to report, prior to competition, such condition to the event First Aid personnel (See Rule Q6).
- G1.4 **DRIVERS BRIEFING:** Attendance at Drivers Briefing is compulsory for all competitors and the nominated parent/guardian of minors. Competitors and parents/guardians must follow all verbal instructions issued by Race Officials and Technical Officers at Drivers Briefing. Such instructions carry the same status as any Supplementary Rules issued at the event.
- G1.5 **SCRUTINEERING:** When required, present your kart to the Machine Examiners in a clean and race ready condition with race suit, crash helmet, gloves, race footwear, current Competition Licence including proof of current Club membership, and when applicable extra engines, carburettors and tyres.
KartSport New Zealand Race Officials and/or Technical Officers reserve the

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right to call any competitor at any time during the event to present his/her kart, racing apparel and Competition Licence to the Machine Examiner(s).

Penalties

Any non compliance with the rules or specifications may incur penalties.

Safety

Exclusion from the event and a fine not exceeding \$500, or, if the safety issue can be made to comply immediately a fine not exceeding \$50.

Non Safety

Exclusion from the event and a fine not exceeding \$200, or, if the issue can be made to comply immediately a fine not exceeding \$20.

Non compliance will be subject to a Stewards' Hearing.

G1.6 FINES: Fines shall be paid within 48 hours of notification. Any delay in making payment will result in suspension and/or any other penalties being imposed. The payment can be made to the issuing official on the day, or, sent directly to the KartSport New Zealand National Steward.

G1.7 NEW COMPETITORS: Must display a large (adhesive tape is acceptable) black cross 'X' on an additional yellow rear number plate until a KartSport New Zealand Race Official has awarded the competitor a 'C' Sprint rating or a 'B' Road rating respectively. Unrated competitors will start at the back of their respective class for all pre-determined grid heats until the competitor is awarded a 'C' Sprint rating or a 'B' Road rating respectively.

G1.8 PIT CREW AND MECHANICS will be held to be the responsibility of the competitor for their actions.

G1.9 UNACCEPTABLE BEHAVIOUR: Physical or verbal abuse by an official or competitor of any kind will not be tolerated whether directed at a fellow competitor or official. Any behaviour at a race meeting which in the eyes of the organisers or KartSport New Zealand is detrimental to the image of karting as a sport will not be tolerated. Any breach of this rule during practice or competition can result in disqualification and any further penalties that may be imposed. The definition of 'practice' or 'competition' shall mean from the time the gates open at the track to the completion of any prizegiving function at the end of the meeting.

G1.10 ACCESS TO RACING CONFINES:

No person other than a driver or, in the case of a person under 18 years, his/her parent/ legal guardian is permitted inside the racing confines unless:

- specifically requested by a KartSport New Zealand Official
- he/she is on official business
- he/she is providing outside assistance as allowed for under class rules. (Rule J1.6).

G1.11 SMOKING/NAKED FLAMES: Smoking and naked flames are not permitted in the designated pits or extended pit area, the dummy grid, pit shute or technical inspection areas. It is recommended that Clubs establish "smoking permitted areas, gas welding areas and Gas BBQ/cooking permitted areas".

G1.12 ACCIDENTS: Any kart involved in an accident **MUST** be presented to the scrutineer before returning to the track. Injuries sustained requiring doctor or hospital treatment **MUST** be reported to the Chief Steward.

G1.13 IN THE EVENT OF AN INCIDENT which may impede your ability to operate a kart and which requires referral to a hospital, medical centre or GP, a medical clearance to race must be produced, signed and stamped by a registered medical

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practitioner under notes in KartSport New Zealand Licence Book. Failure to declare the incident and provide clearance may result in licence suspension.

G1.14 LONG HAIR: At all times when operating a kart, long hair must be retained within protective apparel.

- (a) Competitors may use a hair net, hood, balaclava or other device to retain hair.
- (b) Extremely long hair must be retained within the hood, balaclava and driving suit and not tucked under the helmet, in order to compromise the helmet's performance in the event of an impact.

G1.15 ALL COMPETITORS AND PIT CREW must take into account the potential danger of karts being operated on stands in the pit area. Karts with engines running must not be moved around the pit area or dummy grid. Extreme care must be taken at all times to protect eyes, hands, hair, etc through the use of appropriate equipment and actions.

G1.16 CREW FOOTWEAR: Any person within the racing confines, the in grid and the out grid must comply with the minimum regulations for footwear, which must be worn. Footwear must be enclosed from heel to toe, either laced, strapped or elasticised. The wearing of jandals (thongs) or open sandals is not permitted.

G1.17 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.

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

G2 RACING HELMET & STANDARDS

G2.1 RACING HELMET: Racing helmet will only be a full face helmet with a properly fitted visor snapped shut and must be worn at all times when operating a kart. The helmet must be properly fitted and securely fastened. Helmets which can have any structural part detached or lifted (other than the visor) are not permitted.



Helmets with built in rear view capability are not permitted. Only approved helmets are permitted and these must be maintained in A1 order.

It is not permissible to use a helmet which is older than 10 years.

An approved helmet must bear one of the listed approved standards.

At the start of each calendar year racing helmets which comply with the standards as laid out below and which are in good condition will receive a tamper proof year dated KartSport New Zealand sticker.

This sticker will be placed on the outside back of the helmet by a KartSport New Zealand Race Official. If the racing helmet is involved in an incident or its condition deteriorates, a KartSport New Zealand Race Official will remove the sticker.

Competitors must wear a helmet at all times when within the racing confines

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including while waiting for a race, time trial or practice to be concluded and while riding on a recovery vehicle/trailer. The only exceptions are when the helmet needs to be removed under the supervision of medical personal or the competitor is standing in a designated safe area, eg Flag Point.

G2.2 MINIMUM RACING HELMET STANDARDS APPROVED FOR KARTING COMPETITION IN NEW ZEALAND

Europe: **ECE 22-05, ECE R 22-05 or ECE 22-05 R**
The only labeling on some helmets maybe E3 in a circle. The E is the homologation mark for ECE 22, the number following (1-16) represents the country granting the homologation. Either above or below the circle will be a series of numbers. The first two figures should be 05 immediately followed by production numbers. The date of manufacture can sometimes be found on the back of the helmet, inside lining, polystyrene shell or strap. The date of manufacture must be able to be viewed on or in the helmet from 01-01-09 onward.

Great Britain: **BSI 6658-85 Type A or BSI 6658-85 Type A/FR**
The date of manufacture must be able to be viewed on or in the helmet.

Australia: **AS1698**
A date of manufacture must be able to be viewed on the AS label or on the back of the helmet. Some AS1698 approved helmets may also have Snell, ECE or BSI approval labels.

U.S.A.: **Snell K98, K2005, M2000, M2005, M2010, SA2000, SA2005, K2010, SA2010**

Child's helmet: **Snell CMS2007 & CMR2007.**
The date of manufacture must be able to be viewed on or in the helmet.

U.S.A.: **SFI 31.1A or SFI 31.2A**
Helmets with only the DOT standard will not be acceptable. The specification must have the A. The date of manufacture must be able to be viewed on or in the helmet.

FIA **FIA Standard 8860-2004**

Note: A Helmet with correct standard number but which was manufactured more than 10 years ago will not be acceptable. ie. a Snell K98 sticker with a manufactured date of April 1999.

G2.3 HELMETS PERMITTED FOR INTERNATIONAL KARTING COMPETITION

FIA: **FIA Standard 8860-2004**

Great Britain: **BSI 6658-85 Type A**
BSI 6658-85 Type A/FR
(Both not valid after 31-12-2013)

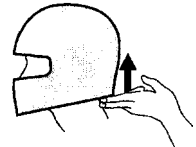
U.S.A.: **SNELL K98, SA2000, (Both not valid after 31-12-2014),**
SNELL K2005, SA2005, K2010 and SA2010.
SFI 31.1A
SFI 31.2A

Child's helmet: **Snell CMS2007 & CMR2007**
(compulsory for children under 15 years of age)

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- G2.4 It is the competitor's responsibility to prove the quality of the helmet. It is not necessary for a Machine Examiner or the Chief Steward to prove the standard or quality of an unidentified helmet.
- G2.5 All helmets manufactured, as evidenced by the manufacturer's date of manufacture labeling, more than 10 years old prior to the date of an event may be impounded under the terms of Rule G2.6. Where no date of manufacture is visible on the helmet the onus is on the competitor to prove the helmet is less than 10 years old. Date of purchase is not evidence of the age of the helmet.
- G2.6 The Chief Steward is empowered to impound any helmet considered of insufficient standard or, if of approved design, in a damaged or unsound condition.
- G2.7 Only helmets with a strap retaining system are permitted.
- G2.8 Helmets are not to be modified, except as specifically permitted by the helmet manufacturer; in particular:
- (a) ABS and Polycarbonate helmets must not be painted.
 - (b) It is not permissible to put any stickers on ABS or Polycarbonate helmets other than those supplied by the helmet manufacturer.
 - (c) Composite shell helmets may only be painted with a paint approved by the manufacturer.
- G2.9 **HELMET FITTEST:** The helmet with strap correctly fastened must not be able to be removed by lifting the back of the helmet. See drawing.
- G2.10 The use of helmet restraints securing a competitor's helmet to the kart are not permitted.
- G2.11 **HELMET VISORS:** These must be properly fitted to give complete eye protection at all times. Visors must be correctly fitted. Any foreign attachment to the visor to hold it in place is not acceptable. Visors which change colours (ie Blue Blockers) are not acceptable. Only clear visors can be used when competing at events under lights. When using a wet weather whirly a properly fitted visor must be used as well. All visors must be clean and free of scratches and marks. Any attachment to the visor must not be lower than eye level when worn.
The Chief Steward is empowered to impound any helmet visor considered of insufficient standard or clarity, damaged or unsound condition.
- G2.12 **CAMERA:** It is not permitted to attach a camera to a helmet except as specifically permitted by the helmet manufacturer. Such helmet camera must be wireless. (ie not connected to the kart and/or recording device via cable). Helmet, with camera mounted, must be inspected and approved by the Chief Steward before use.
Except for a helmet camera as noted above, the carrying of a camera or associated equipment on a driver's person is prohibited.
- G2.13 **NECK BRACES:** The wearing of neck braces for drivers of situp karts is strongly recommended.



SECTION G

G3 CLOTHING & STANDARDS

G3.1 **IDENTIFICATION:** All competitors, irrespective of age, are to have some means of ready identification (first and last name, eg. Bruce Bayliss) stitched or screened on the exterior of their racing overalls and wet racing clothing. Options:

- on the outside left or right breast of the overalls.
- on the outside of the overalls belt.

G3.2 **CLOTHING:** Race suits must be worn. Race suits must cover the whole body from neck to ankles, including arms, and be adequately secured at the neck, wrists and ankles. Race suits other than leather must be lined with cotton, polycotton or brushed cotton which must be attached to all garment seams. Boiler type race suits with pop type buttons are unacceptable. Race suits must have adequate and operable fastenings and be in sound condition free of tears, damage and excessive wear. The Chief Steward's decision regarding the acceptability or otherwise of race suits and other clothing will be final.

The following options are permitted:

Option 1 One piece fabric race suits homologated by the CIK-FIA to CIK Standard N2001-I with an efficiency level of either Level 1 or Level 2. The CIK-FIA homologation label is on the back of the collar. For KartSport New Zealand sanctioned events, race suits homologated by the CIK-FIA have no expiry date.

Option 2 One piece fabric race suits produced using an outer/inner fabric combination which meets CIK-FIA Homologation Regulation Article 8.11. Such race suits must have a KartSport New Zealand Approval Code Label on the back of the collar

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 strongly recommended for SuperKart classes.

Wet Weather Over-suit: A wet weather over-suit or other water resistant clothing or any other clothing may be worn over the race suit. Such wet weather over-suit/ clothing must be adequately secured at the neck, ankles and wrists, must not have any protrusions and must comply with Rule G3.1.

G3.3 **GLOVES:** These must be of substantial material, eg. leather or vinyl etc, give complete hand and finger protection, be firm fitting and worn during practice and competition.

NOTE: Vinyl must be lined and must not be in direct contact with the skin.

G3.4 **FOOTWEAR:** Suitable footwear of enclosed type giving full foot protection. Laced type with ankle protection preferred.

SECTION G

G4 SIGNAGE:

- G4.1 When required, the following areas are to be allocated to signage supplied by KartSport New Zealand and/or promoting Club/Management.
- G4.2 **NOSE CONE:** A maximum area of 300 mm wide x 110 mm high in the centre of the upper surface of the nose cone. Signage must be made of adhesive vinyl material.
- G4.3 **FRONT CONSOLE:** A maximum area of 200 mm wide x 30 mm high immediately above the front number plate. Signage must be made of adhesive vinyl material. All karts must carry the “Gen-i” decal in the position noted above. Priority use of all the above areas will be in the order:
- KartSport New Zealand
 - Organising Club/Management
 - Competitor



- G4.4 When required, the following areas are to be allocated to signage supplied by KartSport New Zealand only.
- G4.5 **DRIVER'S RACE SUIT:** A maximum area of 100 mm x 100 mm on the driver's chest on the side opposite his/her name. Signage patch must be made from colourfast materials and be either embroidered or screen printed on suitable fabric.
- G4.6 **DRIVER'S HELMET VISOR:** A full width helmet visor strip with a maximum height of 20 mm. To be placed across the top of the visor only. Dispensation to not use a visor strip may be given by the Chief Steward if it can be demonstrated that the visor strip impairs vision. (eg helmets with very narrow apertures). Visor strip must be made from adhesive vinyl material.
- G4.7 **EVENT SPONSOR SIGNAGE:** An event sponsor signage decal (30mm x 200mm maximum) may be required by the event Supplementary Rules. If required, this decal can either be placed immediately below the number plate area on the front nasau panel or immediately above or below the area defined in Rule G4.2 (nose cone). Decals must be in place at scrutineering and remain in place for the duration of the event. Decals must be available from the Club prior to scrutineering and be made of adhesive vinyl material.
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SECTION H

H FLAGS

HI FLAG CONTROL

- HI.1 **GREEN FLAG, NATIONAL FLAG OR COLOURED LIGHT:** Either one may be used to signify the start of a race. Where the light is used, the race is started when the light/s have been extinguished.
- HI.2 **RED FLAG:** Immediately cease racing. Proceed slowly and with caution to the start line or obey Clerk of Course/Race Director's instruction and be prepared to stop should the track be blocked. The Red Flag is to only be used by the Clerk of the Course/Race Director or under his/her instructions.
Any competitor(s) found to be the cause of the Red Flag being displayed at any time after leaving the Out Grid may be penalised.
When a race stoppage occurs due to a competitor being injured or appearing to be injured, he/she must stand down for at least 15 minutes and may only participate in following races after being cleared by a suitably qualified medical person.
- HI.3 **LAST LAP BOARD:** Kart is entering the final lap.
- HI.4 **BLACK FLAG:** Shown to a particular competitor by the Clerk of the Course/Race Director or under his/her instructions indicates that competitor is to cease racing, reduce speed and return to the pits immediately. Competitor to report to the Clerk of the Course within 15 minutes after the race.
This flag will be displayed to the competitor concerned near or at the finish line together with a panel/board displaying his/her respective kart number.
The use of this flag will be restricted to the following circumstances:
- The competitor, in the opinion of the Clerk of the Course/Race Director, is being a danger to him/her self and/or other competitors.
 - Failure to respect - black flag with orange disc, green flag with yellow cheveron, blue with red diagonal and or chequered flag.
- HI.5 **BLACK AND WHITE FLAG DIVIDED DIAGONALLY:** Shown to a particular competitor by the Clerk of the Course/Race Director or under his/her instructions indicates that a severe warning is being given, and may mean disqualification.
Take heed. Competitor to report to the Clerk of the Course within 15 minutes after the race. This flag will be displayed to the competitor concerned near or at the finish line together with a panel/board displaying his/her respective kart number.
- HI.6 **YELLOW FLAG OR YELLOW LIGHT:** Caution - reduce speed. Maintain position until an operational flag point that is not displaying a Yellow Flag or Yellow Light has been passed. To assist following competitors, providing it can be done safely, a competitor should raise one arm to indicate that he/she is slowing for the Yellow Flag or Yellow Light. A waved Yellow Flag or flashing Yellow Light - extreme caution, be prepared to stop.
- HI.7 **BLUE FLAG OR BLUE LIGHT:** Another competitor is about to lap you. You must hold your course and must allow him/her to pass.
- HI.8 **CHEQUERED FLAG:** Signifies the end of a race. The chequered flag will be shown to all karts irrespective of their number of laps completed, once the lead kart has completed all laps and crossed the finishing line. Placings will be awarded on the finishing order and the number of laps completed.
- HI.9 **BLACK FLAG WITH ORANGE DISC:** Kart is considered unsafe. When shown to a particular competitor by the Clerk of the Course/Race Director or under his/her instructions indicates that the competitor must cease racing, reduce speed and return to the pits immediately.
This flag will be displayed to the competitor concerned near or at the finish line together with a panel/board displaying his/her respective kart number.

SECTION H

- H1.10 **GREEN FLAG WITH YELLOW CHEVRON:** Reform flag. Field is required to reform and present itself to the starter for a restart. Shown by the Clerk of the Course/Race Director or under his/her instructions by other officials.
- H1.11 **BLUE & RED DOUBLE DIAGONAL:** Shown only by the Clerk of the Course/Race Director or under his/her instructions together with a panel/board displaying his/her respective kart number.
The competitor concerned must cease racing and return to the pits immediately before being lapped or also when he/she has been lapped.
This flag will be displayed to the competitor concerned near or at the finish line together with a panel/board displaying his/her respective kart number.
This flag will only be used at Sprint Championship/CIK Trophy format events and at other similar events and providing it is provided for in the Supplementary Rules for the event.
- H1.12 **YELLOW WITH RED STRIPES:** Informs competitors that the conditions of adhesion of the track surface have suddenly deteriorated in the area beyond the flag. This flag is most frequently used to signal that oil has been dropped on the track, but it can also be used to inform competitors of either a pool of water large enough to cause aquaplaning, or due to a local shower competitors are about to pass from a dry to slippery surface. This flag shall be displayed for four laps or until the surface returns to normal.
- H1.13 **FLAG CONTROL:** Flags must only be given to experienced persons. Flag points will have yellow, blue and yellow with red stripes flags. All flags must remain on the course till the absolute conclusion of the event. All other flags will only be used by the Clerk of the Course/Race Director or under his/her instructions to Assistant Clerks of the Course.
- H1.14 **FLAG OBEDIENCE:** Severe penalties will be imposed for failing to observe or obey the specific instruction of any given flag.
- H1.15 **TRACK SAFETY LIGHTS:** The use of the Red Flag may be supported by illuminated Red Lights. An illuminated Yellow Light has the same meaning as a Yellow Flag. A flashing Yellow Light means extreme caution.
An illuminated Blue Light has the same meaning as a Blue Flag.
The control and activation of Red, Yellow and Blue Lights will be under the control of the Clerk of the Course/Race Director and/or Assistant Clerks of the Course.
Intention to use these Lights at an event must be stated at Driver's Briefing.
- Notes:**
- The Red, Yellow and Blue Lights shall be clearly visible to approaching karts in all ambient light conditions, ie hooded lights.
 - The system design, installation and operating system must be approved by the National Track and Safety Inspector.
- H1.16 **FLAGS:** The required number of flags for the size of the circuit must be supplied by the promoting organisation. (This includes Race Official flags.) Flags are to be maintained to a high standard, kept clean and in good repair. Flags are a part of the Track Rating criteria.
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H2 SPECIFICATIONS:

H2.1 Minimum flag size 600 x 600mm.

Colours are to be vibrant and eye catching.

The flag stick may be attached to the flag on either the top or side of the flags illustrated on the following page.

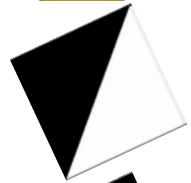
SECTION H

H2.2 LAST LAP BOARD:

Minimum 600 x 200mm. or 400 x 400mm painted yellow with black lettering. Font will be Futura Bold Condensed. Minimum height 120mm with 25mm brush stroke.

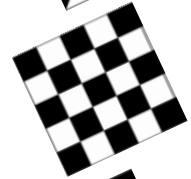


H2.3 BLACK AND WHITE FLAG DIVIDED DIAGONALLY



H2.4 CHEQUERED FLAG

Made up of alternating black and white squares. The squares are to be between 100mm and 125mm +/-10mm.



H2.5 BLACK FLAG WITH ORANGE DISC

Disc is 300mm +/- 5mm and is to be in the centre of the flag.



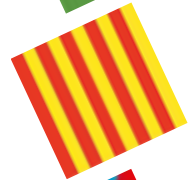
H2.6 GREEN FLAG WITH YELLOW CHEVRON

Reform flag.
Yellow strip is 100mm +/- 5mm



H2.7 YELLOW WITH RED STRIPES

Yellow with 4 or 5 red stripes 50mm (+-10mm). width at right angles to the flag edge.



H2.8 BLUE & RED DOUBLE DIAGONAL:

Red strip is 100mm +/- 5mm



H2.9 RACE OFFICIALS PANEL BOARD

Minimum size 200 wide x 160mm, Font will be Futura Bold Condensed. Minimum height 120mm with 25mm brush stroke.





SECTION J

J COMPETITION RULES AND START FINISH PROCEDURES

J1 COMPETITION RULES

- J1.1 **TRACK DEFINITION:** The track is the sealed surface and ends at the outer edges of the sealed surface, including the outer edges of any ripple strip, kerb or other defined boundary. The edges of the sealed surface may be defined by a white line. The verges are not part of the track. It is not acceptable for the verges to be used in competition.
- J1.2 **DRIVING BEHAVIOUR:** A high standard is expected and will be enforced. A kart must be driven at all times within the capabilities and expertise of the competitor. In a passing manoeuvre it is the responsibility of each competitor to maintain his/her position on the track to avoid contact. A passing manoeuvre is deemed to have begun when 2 karts overlap each other by approximately 50% or more. Disregard of this rule may result in the offender(s) being disqualified, fined or relegated.
- J1.3 **DANGEROUS DRIVING,** including barging, shunting, chopping off, sudden line changes and weaving will not be tolerated. Offenders may be disqualified, fined or relegated.
A competitor may defend his/her position by moving off their line in the straights but in one direction only and once committed to an alternative line, must remain there.
- J1.4 **WITHDRAWAL** from competition must be clearly indicated with a hand signal.
- J1.5 Only certain areas of a circuit are recognised as "safe" areas where a kart may be left attended or unattended. Karts are not permitted to be left on the track or in an "unsafe" area of the outer track, nor may a kart be worked on in these areas. Karts are to be removed from the track and not to be left on the outside of corners or close to the edge of the circuit. Failure to abide by this ruling may result in the competitor being penalised or disqualified.
- J1.6 **OUTSIDE ASSISTANCE:** Junior and Senior competitors may restart during competition provided all safety precautions are observed and no outside assistance is received.
Junior Restricted and Cadet competitors are permitted controlled outside assistance to restart but not with starter motors.
No tools or starter motors may be taken onto the racing confines once the karts have left the Out Grid unless authorised. A Clerk of the Course/Race Director has the discretion to order a competitor to cease attempting to restart. Failure to comply may result in the competitor being penalised or disqualified.
Pit Crew providing outside assistance must remain within the Flag Point or where directed by the Clerk of the Course/Race Director until a Yellow Flag has been displayed for the respective incident.
- J1.7 At **NO STAGE** of driving a kart may both hands be removed from the wheel at the same time.
- J1.8 **REFUELLING** a kart on the grid or the track is not permitted.
- J1.9 Under **NO CIRCUMSTANCES** is a kart permitted to be driven in a direction which is opposite to that of the normal racing direction.
- J1.10 Competitors who, during competition, inadvertently drive off or are forced off the track, must with caution rejoin the track at the nearest point compatible with the safety of themselves and fellow competitors, provided that their position is not improved unfairly or an advantage gained. Deliberately driving off the track is considered dangerous driving.

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- J1.11 Any twin motored kart that throws a chain during competition will be permitted to complete the race without penalty.
- J1.12 A kart that obviously will not handle correctly may be called for trial and observation by the Clerk of the Course/Race Director. If there is doubt as to the general safety of the kart, the Clerk of the Course/Race Director may have such withdrawn from competition.
- J1.13 A competitor may be called by number and class only to report to the Clerk of the Course. The competitor must report to the Clerk of the Course within 15 minutes.
- J1.14 Any competitor stalling in a race must raise both hands above the head and remain in the kart until it is safe to move.
- J1.15 Radio communication to or from any competitor during competition or official practice in sprint racing is not permitted.
- J1.16 **VISION:** In the driving position a competitor must look over the steering wheel. Vision through or under the steering wheel is not permitted.
- J1.17 No trolley or person/s are permitted on to the circuit to recover a kart until the last mobile kart has returned to the pit shute. No race or practice field is allowed out of the Out Grid while any recovery is taking place.
- J1.18 **BETWEEN RACES:** A period of 15 minutes minimum must be given to competitors if requested. (Only if all competitors agree may a race be started earlier. This only relates to the time between any specific class aces at championship events.)
The period will start from the time the last kart in a class is released from Technical Control to the time that the karts in that class are released from the out grid for their next race.
- J1.19 **BODYWORK: Sidepods, Rear Protection Pod and Nosecone.** If a competitor loses the nosecone, backpod or a sidepod from the kart during practice or competition he/she must immediately cease practice/racing and return directly to the pits. Time trials are competition.
- J1.20 **REPAIR LANE:** The Repair Lane may only be used during testing/practice and Tuning Runs, except at the CIK Trophy of New Zealand where KZ2, KF2 and KF3 can additionally use it during Heats, Pre Finals and Finals. Drivers intending to enter the Repair Lane must use the appropriate hand signal in good time and enter the Repair Lane in a safe manner. The speed in the Repair Lane will be no more than quarter of full race speed and no more than 20 kph.
During competition all drivers and karts stationery in the Repair Lane when the chequered flag is shown and/or the competition is declared complete must exit the Repair Lane via the pit shute and the track side of the scales. During testing/practice and Tuning Runs karts may also exit through respective gates direct to the Service Park and/or Pit area. NO lifting of karts over fences is permitted. Stationary karts must be in the work lane except when being restarted. Only the driver and one (1) other person are permitted to work on the kart in the Repair Lane. The kart may be put on to a trolley. Tools and a trolley are only permitted in the Repair Lane immediately before a kart enters the Repair Lane and while the kart is being worked on. Tools and the trolley must be removed immediately the kart returns to the track.
Outside assistance is permitted for all classes in the Repair Lane.
The Repair Lane will only operate when the Pit exit gate is closed and the Repair Lane exit gate is open. The Repair Lane exit gate must be shut two (2) minutes or three (3) laps before the end of a session or race respectively.

SECTION J

For Enduro competition refer to the Supplementary Rules for the event.

- J1.21 **TRANSPONDERS:** Where in use at an event, transponders must be fitted and operating for all Tuning Runs and Official Practice (ref Q5), as well as for competition.
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J2 START & FINISH PROCEDURE

- J2.1 **JURISDICTION:** Competitors proceeding to and awaiting the start of competiton are under the jurisdiction of the Clerk of the Course/Race Director and/or the Starter. In the case where a Starter is used, jurisdiction reverts back to the Clerk of the Course and Assistant Clerks of the Course once the race has commenced.

- J2.2 **STARTING:** At every event the type of start must be stipulated prior to the event. Three types of starting methods may be adopted. Clutch start, Push start and Rolling start. The latter method being the most common.

Rolling starts will be the only method used for starting races at National and Island Championship events. Rolling starts of 2 x 2 x 2 etc. will be the rule. Exception KZ2 Rule J2.4.

- J2.3 **ROLLING START:** Karts must form on the out grid in their allocated grid positions. Pit Marshal will advise 'Start Engines'. Single engines have thirty seconds (except Clubsport 120 engines which have sixty seconds), twin engines sixty seconds in which to start. Competitors failing to start an engine must indicate with one arm raised. On reaching the time limit specified or before if all engines are fired, the Pit Marshal will indicate move out.

Karts which fail to start within the specified time limit cannot leave the out grid after the rest of the field has left the out 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

The pole position (No 1) is responsible for setting the required pace, between quarter to half speed. If a start has not been given when the pole kart reaches the start line, a start will not take place. All karts must maintain their position in very close formation. If any competitor is out of position this should be indicated to the Starter by raising one hand. Should a competitor stop or spin during the rolling lap no attempt is to be made to restart or rejoin until the entire field as passed. The competitor may then rejoin at the back of the field but must not try to regain his/her original grid position. Should an attempt be made to move up through the field the competitor may be disqualified and/or excluded from the race. Similarly should a competitor fall behind the allocated grid position without stopping he/she must move to the back of the field and start from the rear. Any infringement may result in the same penalty. However should the Starter (Start Line Judge of Fact if one is appointed) or the Clerk of the Course/Race Director consider that the competitor has been forced to stop or slow down through the action of another he/she may send the field around for another rolling lap allowing the competitor to take up his/her allocated grid position upon being signaled to do so by the Clerk of the Course/Race Director or an Assistant Clerk of the Course. Once the rolling lap has commenced (Rule J2.8) karts cannot receive assistance except in SuperKart competition where assistance is carried out in the designated pit lane.

A Regrid (Rule J2.16) cannot be called after the leader has completed the second racing lap. The Race Director's/Starter's or Start Line Judge of Fact's (if one is appointed) decision will be final.

SECTION J

- J2.4 **STANDING START KZ2 at SPRINT EVENTS:** At the end of their Formation Lap(s), Competitors will take their starting positions and the Clerk of the Course or the Race Director or their deputy will be on the Starting Line raising a red flag. The start lights will remain switched off until the last kart has taken its position on the grid.

When all karts are immobile on the grid, a Marshal will display a green flag at the rear of the grid. The Clerk of the Course, the Race Director or their deputy and the Marshal will then evacuate the track simultaneously to a safe position(s) and the Competitors will then be under the orders of the Clerk of the Course or of the Race Director. The Clerk of the Course or the Race Director will switch on the start lights no sooner than 4 seconds after the personnel have evacuated the grid. The start will be considered as given at the switching off of the start lights manually operated by the Clerk of the Course or the Race Director within the next 2 seconds.

If he is not satisfied with the procedure, the Clerk of the Course or the Race Director will wave a Yellow Flag, which means that an extra Formation Lap must be covered. If a Competitor is unable to start, he must remain in his kart and notify this situation by raising his arm. In this case, an additional Formation Lap may be granted; any Competitors who have been unable to start will be allowed to get out of their karts and restart only by their own means and once the whole field has passed them. Only one attempt at restarting will be permitted.

Competitors will not be authorised to regain their original position in the formation and will take the start from the back of it. No other Competitors will be allowed to occupy the places which have become vacant.

During the Formation Lap(s), it is forbidden to practice start simulations.

The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of this Rule relating to the starting procedure may entail the exclusion of the Competitor concerned from the Event.

Note: The Formation Lap(s) start when the karts leave the out grid. The front row of the Grid must be at least 2 metres prior to the Start Line.

- J2.5 **START LINE** is a line across the track. The position of this line is subject to the prior approval of the National Track and Safety Inspector. The start line is the point that when reached by the pole kart, a start will not take place.

- J2.6 **FINISH LINE:** The finish line is a line across the track identifying the point laps and finishing positions will be recorded.

- J2.7 **ACCELERATION LINE:** The Acceleration Line is a Yellow line across the track approximately 25 metres prior to the Start Line. The Acceleration Line will have one cone at each end, placed two metres approximately from the edge of the track. Centre line cones up to a maximum of 4 cones may be placed on the centre line of the track, one cone on the Acceleration Line and the other cones approx. 5 metres apart preceding the Acceleration Line. All cones will remain in place until a start is taken and then any centre line cones will be removed from the track before completion of the first lap.

The Acceleration Line identifies the point at which karts may accelerate for the start. Karts must maintain their allocated grid until the Acceleration Line is crossed and until the start signal has been given.

SECTION J

Notes:

- The Acceleration Line will be used for all Sprint racing starts except standing starts.
- The number of centre line cones to be used at an event will be stated by the Clerk of the Course/Race Director at Driver Briefing.

- J2.8 **STARTING:** All karts have a distance of between 50m to 80m measured from the front of the out grid to be under their own motive power. This point will be indicated by a line painted across the track or in the case of a dirt or temporary track, cones placed on either side of the track to mark the point will be required. This point is known as the NO GO line. Karts crossing this line not under their own motive power are to be immediately removed to a safe position. Karts may only proceed from the pit gate to the NO GO line in a forward motion. Once karts have crossed the NO GO line under engine motivation no outside assistance will be permitted except for Junior Restricted and Cadet. Failure to comply may result in disqualification.
- J2.9 **ALL SUPERKART EVENTS** where a rolling start procedure is used, the karts must be graded as nearly as possible, fastest karts to the front, and this decision must not be waived.
- J2.10 The **COMPETITOR on POLE** sets the pace and must not be passed. If the pole competitor drops out the competitor on grid two sets the pace. All gaps must be left as gaps. At the approach to the start sector, karts must maintain two straight lines. With the exception of gaps, karts must remain closely behind the front kart. The race commences when the "start" signal is given. Competitor(s) who break position before the start signal will be penalised after one warning. Following a second starting infringement, the respective competitor(s) will be moved to the rear of the field. The infringing competitor's number will be displayed on a board.
- J2.11 **FALSE STARTS:** In any type of starting procedure, where the Race Director/Starter (Start Line Judge of Fact if one is appointed) or the Clerk of the Course considers a breach of rules has been made and/or an advantage gained by a competitor, the race can be either stopped and restarted or the offending competitor or competitors penalised and the race continued.
- J2.12 **PACE CARS** are not permitted for starting or setting the pace in any kart event.
- J2.13 **TAKING THE START:** The start of a race will be indicated by the extinguishing of the Start Lights or by the drop of a Green Flag. (Method to be advised at Drivers Briefing.) A kart will be deemed to have taken the start provided the kart crosses the Start Line under motive power before the leading kart completes the first lap.
- J2.14 **DISCONTINUE RACE:** A race discontinuation occurs when either a red, or green with yellow chevron, flag is displayed. In either situation all drivers must immediately cease racing.
- J2.15 **RACE STOPPAGE:** A race stoppage occurs when a red flag is shown. Once stopped, any kart deemed unfit to continue by the Clerk of Course/Race Director must return to the pits. A Notice of Complaint relating to an incident resulting in a red flag may be resolved before any restart. Following a race stoppage a race may be either rerun, declared complete, or restarted.
- J2.16 **REGRID:** A regrid occurs after the green flag with yellow chevron is shown. Karts should reform the original rolling grid and face the starter. Only karts which were recorded as being starters may join the grid.

- J2.17 **RERUN:** The race will be re run in the original grid positions after the karts have returned to the out grid via the in grid. The scheduling of when the rerun takes place will be determined by the Clerk of Course/Race Director. A rerun may only be ordered if the stoppage occurs before the leader has completed the first two racing laps. All entered competitors are permitted to start in the rerun.
- J2.18 **DECLARED COMPLETE:** The race is declared completed as at the completion of the lap prior to the red flag providing the lead kart had completed at least 75% of the race distance at the end of the prior lap.
- J2.19 **RESTART:** Where a stopped race is neither rerun nor declared complete the field will grid up Indian file in order of the last completed lap prior to the red flag and will face the Starter/Race Director to take the start for the remainder of the race. (Rule J2.5 and J2.7). Karts not recorded on the last completed lap may not restart. A kart failing to take the restart but deemed to have started the previous start will be recorded in the results. Starter motors are the only tools permitted onto the track environs. Failure to observe this rule may result in a Notice of Complaint.
- J2.20 **FINISH:** Should the end of the race signal inadvertently or otherwise be displayed before the leading kart completes the scheduled number of laps, or before the prescribed race time has been completed, the race will nevertheless be deemed to end at the moment the signal is given. Should the end of the race signal be inadvertently delayed, the race will nevertheless be deemed to finish at the correct moment and the competitors will be classified accordingly.
This Rule takes precedence over race distance/length Rules.
- J2.21 **FINISHER:** Is any competitor who is deemed to have started the race. (J2.13) Competitors will be placed based on the order they cross the Finish Line and receive the Chequered Flag. Karts must cross the Finish Line and receive the Chequered Flag under their own designed motive power or coast over the Finish Line without manual assistance. Karts which receive the Chequered Flag will be classified ahead of karts which do not receive the Chequered Flag regardless of the number of laps completed by the stationary karts. The finishing order will be determined using the electronic system, however the manual system will be maintained and used in the case of a dispute/equipment failure or when timing equipment is not used. Competitors stopping or withdrawing, will be credited the number of laps completed in the order of crossing the Finish Line.
- J2.22 **ENDURO FINISH:** When the time is up the chequered flag will be given to leading kart next time it passes the finish line. All finishers on the same lap will be placed according to their order crossing the finish line. Finishers completing less laps will be placed according to the number of laps completed.
Should, for any reason, the chequered flag be delayed, the race will be deemed to be finished when the prescribed time has elapsed.
Classification: The kart classified in first position is the one which has covered the greatest distance when the chequered flag is displayed. The position of the karts on the starting grid is not taken into account.
Karts will be classified according to the number of complete laps covered during the duration of the race. For the competitors who have covered the same number of laps, the time when the karts cross the finish line will determine the classification.
-

SECTION J

J3 DETERMINING A RESULT

J3.1 FINISH LINE JUDGE

- (a) At every event a Finish Line Judge must be nominated. In a competition where a decision has to be given as to the order in which competitors cross the finish line, the Finish Line Judge shall give such a decision.
- (b) **Protests.** No protests against the decision of the Finish Line Judge shall be admitted concerning a question which they have been officially appointed to decide. The decision of the Finish Line Judge is final.
- (c) **Mistakes.** If the Finish Line Judge considers they have made a mistake they may correct it, subject to this correction being accepted by the Chief Steward of the event.
- (d) When an electronic system is used, the traditional (manual) system must also be maintained and will be used in the case of a dispute.

J3.2 SPRINT RACING

Using Predetermined Grids (Rule P3 and P6)

For New Zealand Dirt and Schools Championships.

- (a) From the entries, Race Control determine the number of starters and select a grid sheet to suit this number.
- (b) Sprint titles can be determined on a predetermined grid over 4 heats and a fifth heat with the leaders off the front. (The idea of the predetermined system is that competitors have equal starts, and if every competitor started and finished in their grid position everyone would be near equal in points.)
- (c) The draw is out of a hat.
- (d) After each race the lap sheets are handed to the recorders who enter the results on a points chart. After 4 heats have been contested, the points are added to determine the grid for the final heat. The lowest point scorer is awarded the pole position etc.
Following this race, the points are added up again, the competitor's worst performance is subtracted from the total and the competitor with the lowest points is the winner. (Worst performance is highest points not including DQ.)

For New Zealand, South and North Island Championships.

Use Time Trials, Heats, Pre Final & Final (Rule P2)

J3.3 CIK TROPHY OF NZ: (Rule P3)

J3.4 SUPERKART RACING:

- (a) Following the completion of the Time Trial(s), Race Control will determine the grid for heat 1, based on the results of the Time Trial(s).
- (b) SuperKart racing has the fastest to the front. After the first heat, the grid for the next heat is determined from the result of the previous heat (ie a competitor finishing 12th would get grid 12 for the next heat). After 3 heats the points are added up and the competitor with the lowest points will get grid one etc. Following the 4th heat, the points are added up again, the competitor's worst performance is subtracted from the total and the competitor with the lowest points is the winner. (Worst performance is highest points not including DQ.)

- J3.5 **GENERAL:** When grids have been drawn (ref P3 and P6), the Clerk of the Course/Race Director, Pit Marshal and Starter will be given a copy.
From time to time the Chief Steward of the event will be in contact with Race

SECTION J

Control with results of protests, disqualifications, relegations, etc. These must be taken into account when working out all grids and later when calculating the overall result.

- J3.6 **RESULTS:** KartSport New Zealand score sheets or a similar electronic version is to be used for keeping results. (The paper copy has extracts from the rule book printed down the side.)

Following each Time Trial, Heat and Finals the Result sheets are to be posted on the Official Notice Board with the time of posting being added in pen.

- J3.7 **TIES:**

(a) National and Island Sprint Racing Championships - Refer P1.

(b) National Schools Championships – Refer P2

(c) CIK Trophy of New Zealand – Refer P3.

(d) National and Island SuperKart Championships – Refer P4

(e) National and Island Dirt Championships – Refer P5

- J3.8 **DISQUALIFICATION:** If a competitor is disqualified from a Time Trial or race, all competitors behind the disqualified competitor, including those who did not start, move up one place respectively.

If a competitor is disqualified for a technical infringement resulting in exclusion from the event, the race placings are not adjusted, only the overall result.

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K SPECIFICATIONS - CHASSIS

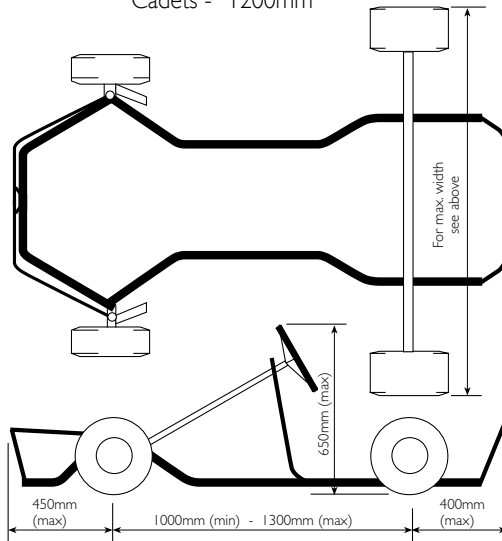
K1 CHASSIS SPRINT

- (a) Where the word welding is used, this shall also include brazing.
- (b) Where metric measurements are indicated the imperial equivalent is acceptable.
- (c) All bolts must protrude the locking device sufficiently that a ruler, or such like straight edged object, placed across the bolt end will not touch the nut.
- (d) The bare chassis must be magnetic and of steel construction. The 'bare chassis' is that item commonly known as the 'frame'. The 'frame' is the main supporting part of the chassis, in one piece and receives the main and auxiliary parts. It is of magnetic structural steel or magnetic structural steel alloy tubular construction with a cylindrical section and is one piece with welded parts that cannot be dismantled. The complete frame including each of the frame rails must be of magnetic steel construction. Checks for magnetism will be conducted as per Rule M9 and may be performed at any point on the frame.
- (e) All bolts shall be metallic. For steering and brake components hi-tensile steel or stainless steel must be used. All bolts shall be solid i.e. not hollow or drilled core. A lock wire hole (maximum 2mm diameter) may be cross drilled through the head. All bolts shall be suitably tightened.

- K1.1 **WHEELBASE:** 1300mm maximum
1000mm minimum
- K1.2 **WIDTH:** 720mm minimum track
1400mm maximum width

Exceptions

Cadets - 1200mm



BASIC SPRINT KART CHASSIS MEASUREMENTS

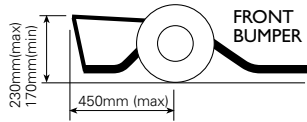
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K1.3 **HEIGHT:** Maximum height of any part of the kart is 650mm.

K1.4 **GROUND CLEARANCE:** Unless otherwise specified, only the permanent elements of a kart may be nearer the ground than the main chassis rails.

Chassis protectors may be fitted to protect the main chassis tubes at the front and on each side. The protector skid plate must be fit for purpose and made from solid semi rigid plastic eg Teflon, Nylon, Delrin (no fibreglass, carbon fibre or metals). Each skid plate must be fixed with a minimum of three securing bolts. The mounting bolt securing nuts must be on the top of the floor tray. The mounting bolt heads must be counter sunk into the lower surface of the plastic skid plate and must not protrude below the lower plane of the plastic skid plate. (Note for Brake disc protectors see Rule K1.14.)

K1.5 **FRONT BUMPER:** Must be of tubular design, minimum 16mm dia., fully enclosed and may extend up to 450mm forward of the stub axle centre, with a maximum height of 230mm and a minimum height of 170mm while running parallel to the ground. When a nose cone is fitted which complies with Rule K1.42 the bumper height is non-tech. (All measurements to be taken to the tube centre.)

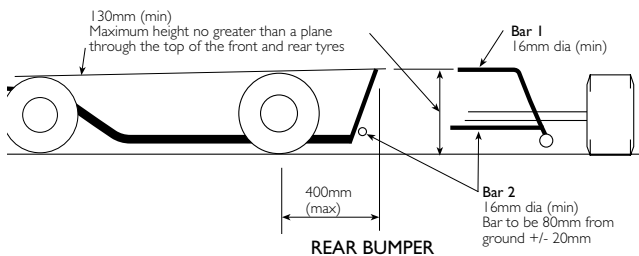


K1.6 **REAR BUMPER:** Must be of tubular construction. There must be two horizontal metal bars of 16mm minimum diameter fitted across the rear of all karts or the CIK homologated rear bumper for the chassis it is fitted to. At no point can **Bar 1**, **Bar 2** or any other part of the rear bumper extend in width outside the plane of the chassis rails. (**Note:** This includes previously CIK homologated bumpers.)

Bar 1. The minimum height of this bar must be no less than 130mm from the ground and the maximum height no greater than the plane through the top of the front and rear wheels. This bar must be securely attached to the outer chassis members, and must be the rear most portion of the bumper. (All measurements to be taken to the tube centre with tyres at "as raced" inflation pressure.)

Bar 2. This must be fitted. Height measured from ground: 80mm plus/minus 20mm. (All measurements to be taken to the tube centre with tyres at "as raced" inflation pressure.) The bar must be securely attached to the rear bumper or the rear of the chassis.

Note: If the number plate or chain guard lugs are not being used to locate a number plate or chain guard, they **MUST** be removed.



The fitting of a CIK homologated rear protection pod is permitted providing:

- The rear protection pod and fittings are CIK homologated and both marked "CIK-FIA CA/08 or CIK-FIA CA/14" respectively.

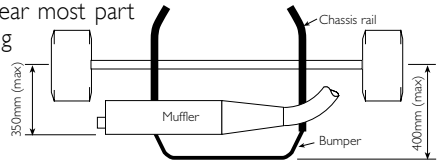
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- Ground clearance: 25mm min and 60mm max.
- The rear protection pod does not extend rearwards of the centre line of the axle by more than 400mm.

When a rear protection pod is fitted **Bar 1** and **Bar 2** as detailed above are optional. It is not permitted to modify the chassis to fit the rear protection pod (chassis modification only allowed by the Manufacturer of the chassis, in the respect of the Chassis Homologation Form and of possible Extensions).

In all conditions, the rear protection pod must at no time protrude beyond the external plane of the rear wheels.

- KI.7 **REARWARD OF TYRES:** The rear most part of the exhaust system excluding mounting brackets may be rearward of the centre line of the rear axle to 350mm maximum. The bumper including exhaust brackets may be rearward of the centre line of the rear axle to



REARWARD OF TYRES

400mm maximum. The exhaust must be within an extended line across the inside of the rear bumper.

- KI.8 **PROJECTIONS:** No part of the kart may protrude outside a plane through the outside edge of the front and rear tyres when the front wheels are positioned in the straight ahead position. The only exceptions are side pods as specified (**See Rule KI.43**) when using wet tyres. A kart must have no projections that are considered dangerous by a Machine Examiner, ie. excessively long bolts, sharp brackets or cowlings etc.

- KI.9 **CAMERA:** Attachment of a camera(s) and/or a recording device(s) to a kart is acceptable providing the camera/recording device(s) and all attachments are fitted prior to scrutineering and conform to the following: (The final decision on conformity if required will be made by the Chief Technical Officer or Chief Steward.)

1. A camera or self contained camera unit cannot weigh more than 300gm (including any associated mounting brackets) but if a camera with a separate recorder is used, then the camera (and any intergrated cabling) itself cannot weigh more than 200gm and the recorder (including any other cabling, batteries, etc) cannot weigh more than 1kg. Should there be any question on the weights, the competitor must be able to supply evidence that the maximum weights have not been exceeded.
2. If a separate recorder is used, it must be mounted on either the chassis or the seat only and cannot be mounted on the front console.
3. If a separate recorder is used, this must be securely mounted in a "fit for purpose" cradle. Any connecting cable between the recorder and camera must be routed in such a way that it will not interfere with a competitor entering or exiting the kart.
4. The camera must be mounted either :-
 - to the kart with a "fit for purpose" mounting system that, in itself, does not pose a hazard to other karts or karters under any circumstances or;
 - secured to the kart using a multi strand tether wire or cable ties securely attached to the camera and an adjacent tie point on the kart frame (this

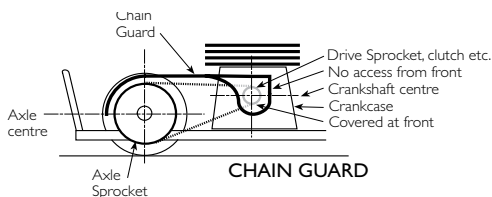
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does not include any plastics or seat) and in a way that it does not pose a hazard to other karts or karters under any circumstances.

5. No more than one camera can be mounted on the front console at any one time and must never cut the horizontal plane between the top and bottom of the front number plate.
 6. No camera may be any higher than the top of the steering wheel.
 7. The direction the camera faces is free.
 8. Maximum of TWO cameras may be mounted or in use on a kart at one time.
- KI.10 **KARTS MODIFIED FOR DISABLED DRIVERS:** Any kart modified for a disabled driver must be certified by the National Technical Officer, or his/her appointee, before it is used on the track. The Certification Certificate must be presented at scrutineering before all events and be available at the track prior to the commencement of testing/practice. It must be made available to KartSport New Zealand officials on request. All four number plates must include a bright red triangle in the top right hand corner.

KI.11 **SEATING:** All seating must be of solid design. Seat frame must be firmly bolted or clamped to the chassis.

KI.12 **CHAIN GUARDS:** Must be fitted and efficiently cover the chain, axle sprocket and drive sprocket down to the centres of their axis (ref drawing). In addition the guard(s) must incorporate efficient side protection around the drive sprocket/clutch area. A starter shaft access hole in the side protection cover is permitted.



KI.13 **CHAIN OILERS:** With the exception of dirt racing these are not permitted. Any form of lubricating the chain while the kart is in motion is not permitted.

KI.14 **BRAKES:** Must be effective, foot operated and must act on both rear wheels as a minimum. Rear brake rotors must be a minimum thickness of 4mm. Brake rotors made of carbon fibre composite materials are forbidden. All-metal lock nuts are to be used to fasten brake rotor to the brake rotor carrier. It is recommended to use distorted thread nuts only once. Bolts and lock nuts using any kind of non metallic material such as nylon are forbidden for securing the brake rotor to the brake rotor carrier. The minimum requirement for mechanical brakes is a 1.8mm diameter multi strand cable clamped with a minimum of two cable clamps at each end or a suitable crimped fitting. Hydraulic brakes must have two links between the pedal and the master cylinder.

Primary link: If cable is used the minimum diameter and clamping requirement is the same as for mechanical brakes. Rods must be a minimum of 5mm steel rod, preferably not chromed.

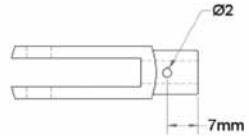


Secondary link: A minimum 1.8mm diameter multi strand cable clamped with a minimum of two cable clamps at each end, a suitable crimped fitting or a clamp as shown complete with nyloc nuts.

Unless the brake rod is visibly seen to have a minimum of 6mm engagement, Clevis

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and rod ends must have a hole 2mm diameter 7mm minimum from the end to ensure threaded rod is engaged at least 6mm into the clevis or rod end. This hole is to be aligned with the centre of the two fork arms. As shown in the following illustration.



If the brake rod clevis pin is retained by a spring clip, a cable tie is to be fitted as shown. Hydraulic brake lines must be flexible. All bolts holding brake components including brake pad retaining bolts must be locknotted or nylocked (self-locking nuts) and protrude through the locking device. In the case of brake pads not being contained by a secondary device the blind bolts securing the pads must be drilled and lock-wired. Any other blind bolts must be drilled and lock-wired except blind threaded fasteners holding hydraulic caliper halves together.



Where a dual braking system is fitted, in the event of failure of one system, the kart MUST still retain effective braking. Brake pad shims that rely only on being retained by two pins will be required to have both these pins independently secured or lock wired. In the case of a single pin, contained by such methods that the failure of any single component will not allow the shim retention pin to fall out. Securing with fasteners and nylock nuts is acceptable.

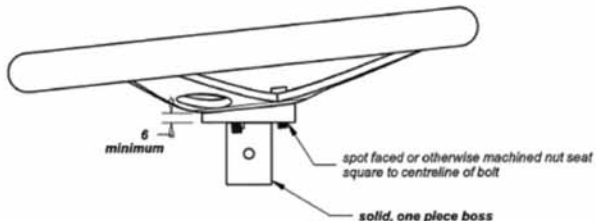
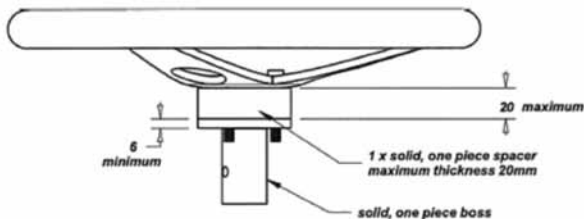
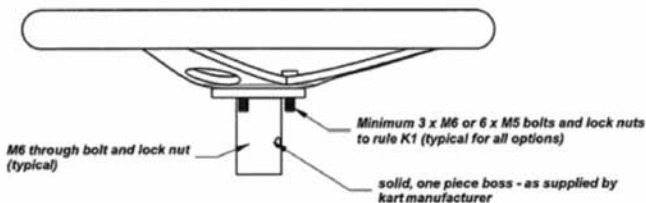
Disc Brake Protector: The protector mount and pad must be fit for purpose. An efficient rear brake disc protective pad (in Teflon, Nylon, Delrin, carbon fibre, kevlar or Rilsan is optional (recommended if brake disc protrudes below the lower level of the main chassis frame tubes). This protection must be placed laterally in relation to the disc in the longitudinal axis of the chassis or under the disc. The mounting bracket and fixings must not protrude below the lower plane of the protective pad.

- KI.15 **BRAKES (HAND OPERATED):** These are permitted in some classes on front wheels only providing they do not interfere with the rear brake system.
- KI.16 **UNDERTRAY (Floor Tray):** Must be of suitable non perforated material and confined within the main frame rails and be parallel to frame. No skirts or sealing devices are allowed below the frame rails. Securing nuts must be on the top of the floor tray. Floor tray must extend from forward of the driver's feet to between the front edge and lowest point of the seat.
- KI.17 **GEAR CHANGING MECHANISM:** Must be placed in a safe position.
- KI.18 **CUT OUT SWITCH:** Compulsory on any kart competing with a clutch. This must be fitted within 150mm of the steering wheel.
With KF Series engines a mandatory start and cut-off switch that can be triggered by the Driver in his normal driving position.
- KI.19 **AXLE SPROCKETS:** Fitted to but not driving a kart must be covered with a securely fastened chain.
- KI.20 **EXHAUST SYSTEMS:** Effective silencers which will reduce the noise are compulsory. Exhaust systems that can be adjusted while the kart is in motion are not permitted. Automatic devices are permitted on gearbox karts.
- KI.21 **THROTTLE:** Must be of the positive shut-off type, spring loaded and operative from the carburettor end of the cable, either at the throttle slide or the throttle arm.

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- K1.22 **FUEL TANK:** May be of any material provided it is of leakproof construction and securely mounted. It must not project beyond any of the permanent elements of the chassis at front or rear: Flame retardant materials are recommended. If used as a side pod it must be rectangular in shape and comply with Rule K1.43. In road racing a fuel tank of metallic construction does not require a side bumper: Battery operated fuel pumps are not permitted in Sprint or Dirt Racing or 100cc and 125cc Rotax Max Road Racing classes. If a battery operated fuel pump is fitted it must have a positive on/off switch fitted within 150mm of the centre of the steering wheel. The switch **MUST** be in the centre of a 30mm dia. circle of a contrasting colour: Off position must be indicated.
- K1.23 **OVERFLOW CONTAINER:** Overflows from carburettors and radiators must be ventilated into a suitable leak proof container(s) of adequate capacity for the engine/carburettor used (minimum capacity 150 ml). The container(s) must have a removable top cap only and be securely fastened to the kart. Overflow hoses must be leak proof without spilt.
- K1.24 **DRIVE** of kart will be through clutch, gearbox, or by direct drive through the rear wheels only. The motorcycle engine and purpose built variable drive engines (ie. KZ2 engines) are the only classes permitted to use a variable drive system that can be utilised while the kart is in motion.
- K1.25 **WHEELS:** Maximum diameter 127mm (5"). For exception (Rule K2 and K4).
- K1.26 **WHEEL RIMS AND HUB ASSEMBLY:** Unless otherwise specified, bolts fitted without nuts must have a metallic washer fitted directly under the bolt head. Bolts fitted with nuts must have a metallic washer fitted directly under the nut. Washers may not be fitted under a flange type locking nut. Bolts used must be high tensile. Nuts securing wheels to axles must be self locking or castellated with lock pins. Plastic wheels to have a minimum of one metallic body disc fitted to the outside between the plastic wheel and securing washers and nuts. All nuts to have a flat steel washer beneath the head. All nuts to be self locking or castellated with lock pins.
- K1.27 **STEERING WHEEL AND STEERING HUB:** (Refer drawing following page.)
Steering wheel rim must be continuous. The rim profile may not be concave in shape. The rim may be circular, D shaped or circular with a flat top and flat bottom. The steering wheel must be mounted with its centre concentric with the steering shaft.
A minimum standard is required for attaching a steering wheel, ie at least three 6mm HT bolts and locknuts must hold the wheel to the steering hub. The bolt (6mm only) passing through the hub on a hollow 19mm diameter shaft must pass right through and be locknuted.
Quick release steering wheel hubs may be used provided the steering wheel is securely attached when in place.
- K1.28 **STEERING SHAFT:** (Refer drawing following page.)
(a) Hollow: Minimum of 19mm diameter; minimum wall thickness of tube 1.4mm.
(b) The steering shaft must not be able to pass through the steering wheel and/or hub.
- K1.29 **LOWER STEERING QUADRANTS:** (Refer drawing following page.)
Hollow Shaft: Must consist of dual quadrants of a minimum of 2mm thickness, welded on at least one side.

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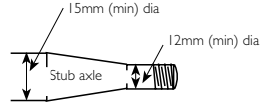
STEERING BOSS CONFIGURATION OPTIONS

ALSO REFER RULE K1.27 & K1.28

- K1.30 **STEERING ARMS:** Must be attached to the king pin assembly with no less than 50mm of electric weld.
- K1.31 **KING PIN BOLTS:** To be a minimum of 8mm HT bolt or 8mm Allen type cap screw.
- K1.32 **ALL BOLTS ON STEERING COMPONENTS:** Must have self-locking nuts or must be lock-nutted.
- K1.33 **TIE ROD BOLTS:** Must be a minimum diameter of 8mm.
- K1.34 **TIE RODS:** (Refer drawing on previous page.)
 Minimum 8mm OD steel rod or 10mm by 2mm steel tube or minimum 10mm OD aluminium alloy rod or equivalent, or 12mm OD by 2.6mm aluminium alloy tube or equivalent. An engaged thread length minimum 8mm is required between tie rod and rose joint. (Indicated by a 2mm hole in the tie rod or the rose joint. See Drawing.)

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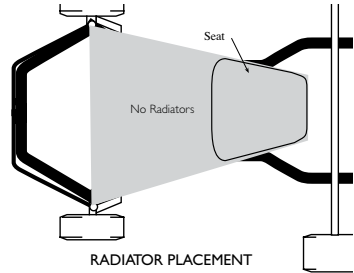
- KI.35 **BALL JOINTS:** Must be of sound manufacture.
- KI.36 **STUB AXLES:** Minimum 15mm at inside bearing, 12mm at outside bearing. If stub axle extensions are used, some form of mechanical locking device must be used to retain the extension.



STUB AXLE DIA'S

- KI.37 **BATTERIES:** Any type of battery may be used. It must be of the fully sealed non-refillable type and fitted in a safe area of the kart. The cradle must be securely attached to the chassis and the battery must be fitted into the cradle and secured with a minimum of two metal straps or three 8mm wide cable ties.

- KI.38 **RADIATORS:** No part of the cooling system may be in front of the driver. This is indicated by taking a line from the king pins back to the edge of the seat. A radiator can not be positioned in this area. (See also KI.23.) Radiator pipes and hoses may pass under the front of the seat. This is the only deviation permitted.

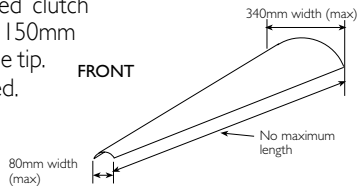


To control the temperature it is permitted to place a system of masks (excluding adhesive tapes) at the front or at the rear of the radiator to control the temperature. This device may be mobile (adjustable), but it must not be detachable when the kart is in motion, and must not comprise dangerous elements.

- KI.39 **CLUTCH LEVERS:** Where hand operated clutch levers are used they must be situated within 150mm of the steering wheel and have a knob on the tip.

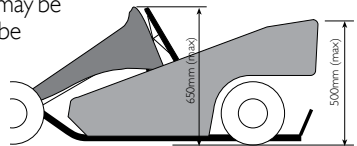
- KI.40 **FRONT CONSOLE:** These may be fitted.

Must be made of a nonmetallic material. If fitted must be no wider than 340mm at the top and 80mm at the bottom and must not cross the plane of the steering wheel.



CIK/02, CIK/08, CIK/11 or CIK/14 homologated front consoles may be fitted.

- KI.41 **OVAL DIRT EVENTS:** Full road race fairings may be fitted. Non-metallic vertical side plates may be run but must not exceed 500mm in height or extend beyond rear bumper. All edges must have a minimum radius of 5mm.



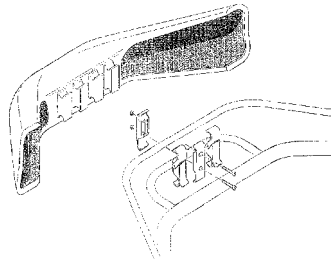
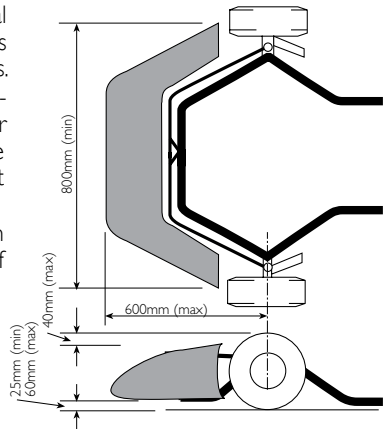
- KI.42 **NOSE CONES:** The fitting of a nose cone is compulsory at all events for all classes (except for Dirt and Road events where a nose spoiler may be used as an alternative). For all classes except Cadet the nose cone must be either a CIK/02 homologated nose cone or a CIK/08, CIK/11 or CIK/14 homologated nose cone. If a CIK/08, CIK/11 or CIK/14 nose cone is fitted it must be fixed using its corresponding homologated mounting bars and other homologated components. CIK/08, CIK/11 or CIK/14 nose cone mounting bars must either carry their original official homologation number and markings or be

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manufactured from an equivalent material in a shape and with a tube wall thickness to match the homologated mounting bars. Cadet must use a CIK/02 or FIK homologated nose cone or a nose cone of a similar shape to a CIK/02 homologated nose cone. The minimum width measurement does not apply to Cadet.

They must be non-metallic (no carbon fibre nor kevlar). Fibre glass must be of the woven matting type. If plastic, they must be non splinterable. The minimum radius of the angles or corners must be 5mm. The surface must be uniform and smooth and not incorporate holes other than for fixing. The only accepted method of fixing the nose cone in all classes (except Cadet) is by the CIK homologated nose cone fixing method. On Cadet the nose cone must be attached at two points by a mechanical fastening device. The nose cone must never at any time cut the plane through the outside of the front tyres, with the front wheels in the straight ahead position.

Nose cone retaining clamps may be secured closed by the addition of plastic cable ties.



CIK NOSE CONE FIXING METHOD FOR CIK/02.

KI.43 SIDE PODS: The fitting of side pods is compulsory at all events for all classes.

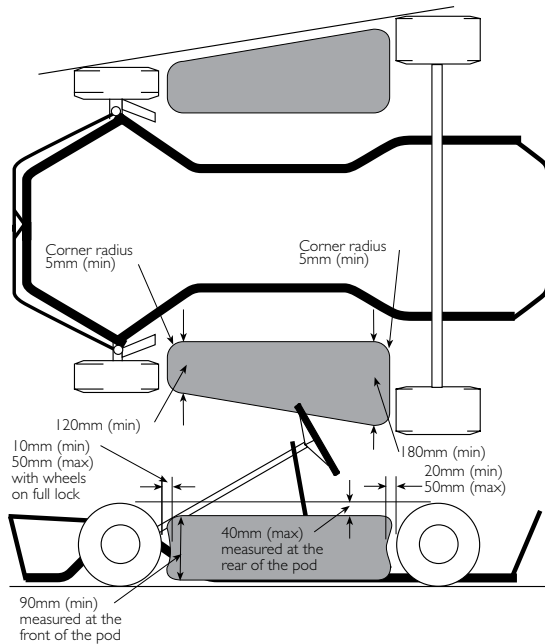
KI.43.1 Options

The only options for all chassis except Cadet are:

- Any CIK/08, CIK/11 or CIK/14 homologated side pods providing these pods are mounted to the chassis using their corresponding homologated mounting bars and other homologated components and fasteners. All CIK/08, CIK/11 and CIK/14 bodywork and mounting bars must carry their official homologation number and markings.
- Any CIK/02 homologated side pods. Side pod must be fixed to its mounting bar by at least four 6mm (min) steel bolts and nylock nuts.
- Other side pods meeting the following specifications:
 - Must consist of 4 faces, 2 sides, a top and a bottom. All corners must have a minimum 5mm radius.
 - Material - Non-metallic, no carbon fibre nor kevlar. Fibreglass must be of the woven matting type. If plastic, it must be non-splinterable.
 - The surface of the panels must be smooth and not incorporate holes other than required for fixing to the mounting bar(s). The side faces may have a 30mm by 30mm (maximum) groove along their length.

SECTION K

- Side pod must be fixed to its mounting bar by at least four 6mm (min) steel bolts and nylock nuts.
- Dimensions:



- (d) Retrofitted side pods. Only the following CIK/08 and CIK/11 side pods may be retrofitted to pre CIK/08 and CIK/11 style mounting bars:
- Dino 226/CA/08
 - Drackart IDK 98/CA/08
 - ICS Enzo 2/CA/11
 - Kartech 28/CA/08
 - Kartech AX9 68/CA/11
 - KG Duo 25/CA/11
 - KG UNICO 19/CA/08
 - Lenzokart 195/CA/08
 - Mega Kart Pla 53/CA/11
 - MGR RR2008 35/CA/08
 - Parolin Eurostar Fly 31/CA/11
 - Parolin Eurostar Light 208/CA/08
 - Roma Kart Internacional 56/CA/11
 - Samrace ICS 95/CA/08
 - Tecno Jet 06 20/CA/11
 - Tony Kart M3 43/CA/11
 - Top Kart EVO-REP 226/CA/08

SECTION K

K1.43.2 Mounting Bars

Except where part of a homologated CIK/08, CIK/11 or CIK/14 mounting bar system, all mounting bars must be made of steel. Minimum tube outside diameter 19 mm. Minimum tube wall thickness 1.6 mm. Bars on the external surface of the outer side of the side pods are not permitted.

K1.43.3 Attachment to Chassis

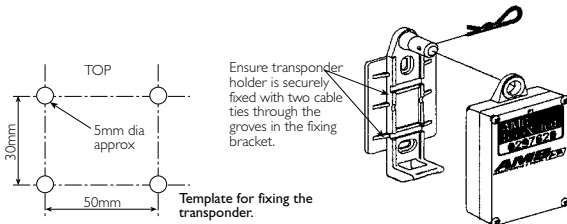
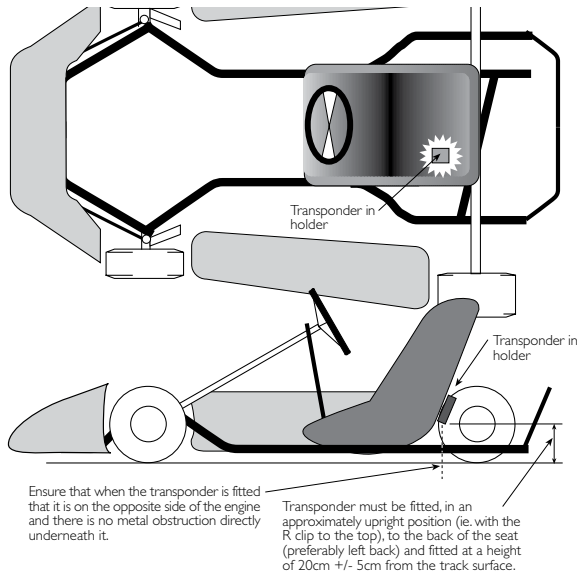
Mounting bars must be fixed to the kart in at least two places by 6mm diameter minimum (steel) bolts and nylock nuts. Chassis using springs as the primary method of mounting are required to have a secondary (metallic) method of retention at the respective mounting point(s). Minimum of 6mm diameter bolts/nylock nuts or 1.1mm minimum thickness multi-strand wire tether and clamps (accelerator cable and clamps or equivalent) through each existing spring mount.

K1.43.4 Other

- a) No additional materials or panels are to be fitted to the outside or top surface of the side pods, other than decals.
- b) Must never at any time cut the plane through the top of the front and rear tyres, nor extend beyond the plane through the outside of the front and rear tyres with the front wheels in the straight ahead position, except when using rain tyres. No part of the side pod may cover any part of the driver whilst sitting in the normal driving position.
- c) A section of the side pod may be cut away to facilitate the fitting of an intake silencer, air filter, exhaust system, radiator, clutch and clutch starter shaft.
- d) Ground Clearance: 60mm maximum
Exceptions: Side pods and mounting bars that are homologated as defined. (Rule K1.43.1(a).
At no stage are the side pods or mounting bars permitted to come into contact with the track surface.
- e) **Cadet** side pods. Dimensions apply unless FIK homologated pods are fitted. (Rules K3.15, K1.43.1(c), K43.2, K.43.3 and K.43.4)
- i) The fitting of CIK/08, CIK/11, CIK/14 or FIK homologated side pods is permitted providing these pods are mounted to the chassis using their corresponding homologated mounting bars and other homologated components. All CIK/08, CIK/11 and CIK/14 bodywork, and mounting bars must carry their official homologation number and markings.

K1.44 **TRANSPONDERS (AMB TranX 160):** When used the transponder must be fitted, in an approximately upright position (ie. with the R clip to the top), to the back of the seat (preferably left back) and fitted at a height of 20cm +/- 5cm from the track surface. Fitting to the Sidepod is acceptable providing the transponder is the same distance from the front of the kart as the seat mounting position and the transponder performance is not impaired. National and International class SuperKarts may place their transponder on the rear face of the nose spoiler/nose cone.

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K1.45 PEDAL EXTENSIONS/PEDAL BOXES: If the brake and/or accelerator pedal is relocated from its original mounting point on the chassis then the new mounting location and any associated assembly must be attached to a permanent element of the chassis. Each pedal extension/pedal box must have two (minimum) mounting points to the chassis.

K1.46 REAR AXLE: All classes must use axles of magnetic steel material (checked for compliance using Rule M9) with a maximum outside diameter of 50mm.

K2 CHASSIS MIDGET

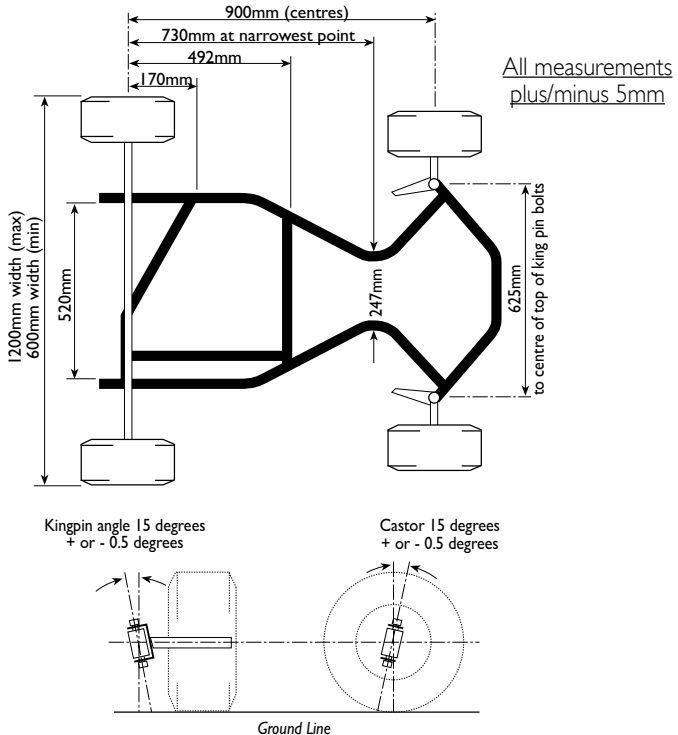
Class deleted.

SECTION K

K3 CHASSIS CADET

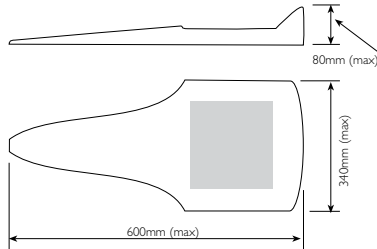
Exactly for Sprint Karts unless otherwise specified.

- K3.1 **GENERAL:** Where adjustability is not permitted, an adjustable version locked by welding or any other means may not be used.
- K3.2 **MATERIALS:** No magnesium, magnesium alloy, titanium, kevlar or carbon fibre parts in any way shape or form are allowed.
- K3.3 **CHASSIS:** As per diagram below. Diagram silhouette obligatory.
Frame Tubing: Round 1-1/8" (28.6mm) outside diameter unpainted. Wall thickness 0.083" (2.1 +/- 0.03mm).
- K3.4 **WHEELBASE:** Fixed, 900mm +/- 5mm.
- K3.5 **WIDTH:** Minimum 600mm, maximum 1200mm overall width.
- K3.6 **STEERING:** In addition to Rule K1, castor and kingpin inclination angles must be fixed as specified on drawing. Camber angle is free but must also be fixed. Caster, kingpin inclination and camber angles must not be adjustable. Kingpin bearings must be on the same centre line and be centered in the bearing housing.
- K3.7 **REAR AXLE:** Must be a solid and parallel steel bar of 25mm dia. made of magnetic material (Ref Rule M9). Only Y type 25mm single row ball bearings with two piece steel mounting plates are allowed. Horizontally split quick release bearing mountings are not allowed. Axle must not be height adjustable. The rear axle must be supported by a maximum of two bearings only.

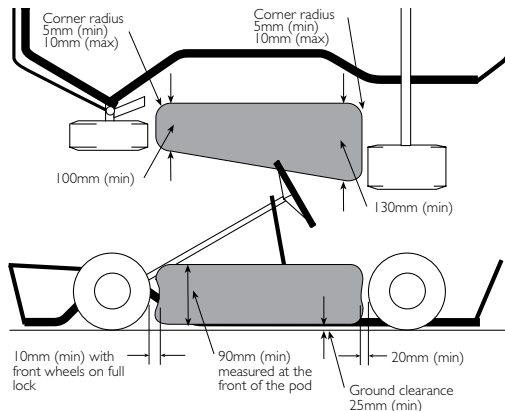


SECTION K

- K3.8 **BRAKES:** Operate on the rear axle only. Mechanical caliper; solid steel rotor; minimum thickness 4.0mm. No wiper grooves, cross or radial drillings or holes other than for attachment are allowed in the brake rotor. For all other requirements refer Rule K1.14.
- K3.9 **FINAL DRIVE:**
Clutch drive – 12 tooth .219 clutch drive sprocket only and not less than 78 tooth axle sprocket.
- K3.10 **FRONT CONSOLE:** Must be fitted. Refer drawing for measurements. Front consoles must meet width and length dimensions on the drawing below.



- K3.11 **TYRES:** Tyre restricted class, (Rule L3.5). The only slick tyres to be used will be the contracted fronts, maximum circumference 850mm as raced. Wet weather tyres to be fronts only (Rule L3.5) with no circumference restriction.
- K3.12 **WHEELS:** Internal rim width (tyre mounting width).
 Front rims - 110mm minimum
 Rear rims - 120mm minimum
- K3.13 **CUT OUT SWITCH:** Compulsory (Rule K1.18)
- K3.14 **MOTOR:** Raket 85 only. (Rule N11)
- K3.15 **SIDE PODS:** Compulsory. As per diagram below or FIK homologated. For application and fitting Refer Rule K1.43.
- K3.16 **NOSE CONE:** The fitting of a nose cone is compulsory. Rule K1.42 for fitting details.



SECTION K

K4 CHASSIS SUPERKARTS

Exactly as for Sprint Karts unless otherwise specified.

K4.1 **MAXIMUM LENGTH** No limit

K4.2 **MAXIMUM HEIGHT** 700mm. All classes except for head rests in the National and International classes.

K4.3 **BODYWORK:** Fairings, spoilers or bubbles: Bodywork must be of safe and sound construction and must be securely fastened to the frame. Bodywork must be so designed in such a way that it does not come into contact with the track.

If a competitor loses the nosecone, nose spoiler or a sidepod from the kart during practice or racing he/she must immediately cease practice/racing and return directly to the pits.

100cc Yamaha and 125cc Rotax Max Karts

Side pods (Rule K1.43). Floor trays must comply with Rule K1.16. Nose Spoilers and bubbles are the only aerodynamic devices permitted. No skirts or sealing devices are allowed below the frame rails.

Nose Spoilers may not extend behind the rear of the front tyres.

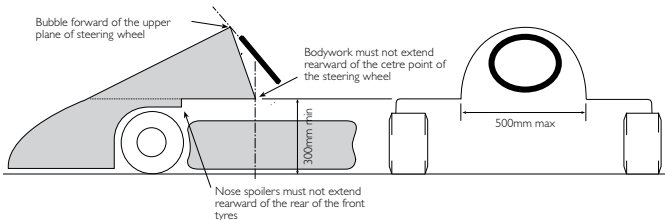
Bubbles if fitted must be forward of the upper plane of the steering wheel and not wider than 500mm (chord).

The sides of the bubble must not be lower than 300mm from the ground.

The nose spoiler and bubble should not totally cover the driver's legs. The bubble and nose spoiler floor must be of non-metallic material.

Bodywork must not extend rearward of the centre point of the steering wheel.

- One piece bodywork complying with the silhouette below and specification/dimensions above and below is permitted.



NOTE: Rule K1.8 applies to all bodywork.

National and International Karts:

NOTE: These classes listed are the only classes where a butterfly type steering wheel is permitted.

Full bodies permitted but the centre section must be secured by quick release fasteners. Bodywork shall not extend in width more than 50mm beyond the outer edges of the front and rear tyres, and not impede the safe exit of the driver from the kart. Front and rear bumpers must be fitted (Rule K1.5 and K1.6). Maximum overhang (Rule K1.5 and K1.6) does not apply.

Bubbles if fitted must be forward of the upper plane of the steering wheel and not wider than 500mm (cord). They should not totally cover the driver's legs. Bubble must be of non-metallic material. Side pod shape is non-tech.

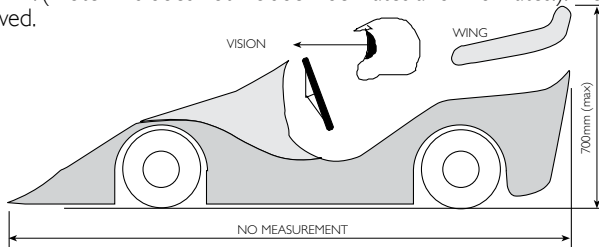
Undertray (floor tray) must be of suitable non-perforated material and as a minimum confined within the main frame rails and be parallel to the frame. No

SECTION K

skirts or sealing devices are allowed below the frame rails. Securing nuts must be on the top of the floor tray. Floor tray must extend from forward of the driver's feet to a minimum of between the front edge and lowest point of the seat. If extended past the lowest portion of the seat it is not to extend past the end of the chassis rails. If the floor tray extends outside the chassis rails it must be confined within the bodywork.

K4.4 VISION: A driver must be able to look over the steering wheel in the driving position. Vision through or under the steering wheel is not permitted.

K4.5 AEROFOILS, WINGS: Must be securely fixed to the kart and locked in one position. They must not be able to be adjusted while the kart is in motion. Aerofoils can not be used as containers. The leading edge of an aerofoil must have a minimum radius of 5mm. (Note: This does not include Side Plates and End Plates.). No Sharp edges allowed.



K4.6 CLUTCH: All karts in this type of competition must be fitted with an operative clutch which will allow the kart to freewheel.

K4.7 BRAKES INTERNATIONAL CLASS: Two independent systems must be fitted. These being either front and rear brakes or twin systems operating twin rotors or drums on the rear axle. All other specifications in Rules K1.14 and K1.15 will apply. Twin systems to mean two master cylinders, two hoses, two callipers, two rotors

K4.8 BRAKES NATIONAL CLASS: Rule K1.14 and K1.15 apply.

K4.9 WHEELS - NATIONAL and INTERNATIONAL CLASSES ONLY: Maximum rim diameter - 153mm (6").

K4.10 RAIN LIGHT: A red tail/rain light is mandatory. It must be either a unit approved by the FIA/CIK or a Hella Dura Led, Part No. 2307. In operation the light must be either static or blinking. It must be powered by a sealed battery and controlled by a waterproof switch fitted within 150mm of the steering wheel. The light must be placed in an area located 400-600mm from the ground and 100mm maximum from either side of the central axis of the kart and must be rear facing and clearly visible by following karts. It must be in good working condition throughout the event. It must be switched on when the race is declared "wet" by the Clerk of Course and is recommended to be switched on in any conditions where visibility may be reduced.

K4.11 REAR BUMPER: National and International classes only. The lower Bar, Bar 2, (Rule K1.6) is optional on National and International class karts.

K4.12 REAR AXLE INTERNATIONAL CLASS: The rear axle must be of magnetic steel material (checked for compliance using Rule M9) with a maximum outside diameter of 40mm and a minimum wall thickness at all points (except in keyway seats) of 2.5mm.

SECTION L

L SPECIFICATIONS - GENERAL

LI WEIGHTS: (Minimum all up weight - MAW)

- LI.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 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.
- LI.2 **MAW** is kart and driver in full racing gear after any race or time trial.
- LI.3 Drivers in weight controlled classes may be required to present karts for weighing at scrutineering.
- LI.4 Where the weight factor governs a class, no tolerance will be permitted. A competitor can expect to be weighed upon entering the Pit Shute during or following any time trial or race and must be within the weight limit specified. A competitor failing the first weigh in is permitted a maximum of two reweighs. Each reweigh must immediately follow the initial weigh in/reweigh respectively. The competitor and kart must remain at the scales during the reweigh process. Any competitor under the MAW after competition in any time trial or race will be disqualified from that time trial/race. The MAW is a Judge of Fact and can not be protested.
- LI.5 The scales of the day are to be taken as correct and no protest as to their accuracy will be entered into.
The scales of the day are the scales of the day.
The checking is considered a judgement of a Judge of Fact and therefore is without appeal.
-

SECTION L

L2 NUMBER PLATES

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)

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.

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

Exception: Superkarts: Minimum height 190mm with 30mm minimum brush stroke.

Note: In the formation of the Futura Condensed Bold font some of the brush strokes when the font is set to 25mm width will be less than the minimum width. For example, the angled bar in the 4 is approx. 18mm. This is acceptable.

0123456789

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 K4.5) 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

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number for their entered class providing their entry has been received on or before the closing date.

L2.6 PLATE SIZE:

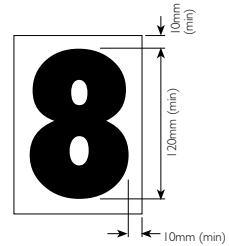
Front: The competition number shall be bordered by an oblong background (yellow or lime green) of 10 mm minimum.

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.

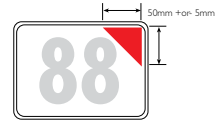
International Class SuperKarts only - 250mm x 250mm.



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 +or- 5mm.

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

L2.9 Any Senior driver who wishes to be recognised as a "Master" (as defined in D1.2) will use a green number plate 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. The green colour that is specified is PMS 375 (551/601 Oracle - Lime Green).



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 after the first heat or time trials 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.

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)

SECTION L

- L3.3 If the Chief Steward/Clerk of the Course of a meeting 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:** Control tyres for tyre restricted classes are:
- (a) **Slick tyre:** MG AZ
Front 4.60x10-5.
Rear 7.10x11-5.
(This dry tyre will be in use until 31 December 2013)
- Wet tyre:** Bridgestone WEK-YFD
Front 4.0x10.0-5.
Rear 6.0x11-5.
(This wet tyre will be in use for Club Days only until 31 March 2012.)
Dunlop KT12 SLW2
Front 4.5-5x10.0
Rear 6.50-5x11.0
(This wet tyre will be in use for all events, including Club Days, from 1 January 2012 until 31 March 2015.)
- (b) **Formula 125S, KZ2**
Slick tyre: Any tyre from the CIK homologated "Medium" classification tyre 2011-2013 list.
Wet tyre: Any tyre from the CIK homologated "Wet" classification tyre, 2005-2007, 2008-2010 or 2011-2013 lists.
- (c) **KF2**
Slick tyre: MG-FZ,
Front CIK homologation #11/P/13
Size 4.6x10.0-5,
Rear CIK homologation #12/P/13
Size 7.1x11.0-5,
(This dry tyre will be in use until 31 March 2014)
Wet tyre: Any tyre from the CIK homologated "Wet" classification tyre, 2005-2007, 2008-2010 or 2011-2013 lists.
- 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.
- L3.10 • 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 Out Grid is prohibited.

SECTION L

- Checking of Tyres. KartSport New Zealand will use appropriate methods, technology and equipment to test compliance.
- KartSport New Zealand retains the right to, at anytime, 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.

L3.1.1 TYRE TESTING LEVY.

For all KartSport New Zealand Championship events a Tyre Testing Levy of \$10 (incl GST) per entry will be payable.

For all permitted events Clubs must pay KartSport New Zealand a \$2 (incl GST) Tyre/Fuel Testing Levy for each confirmed entry. The Tyre/Fuel Testing Levy will go to a collective pool for the payment of tyre/fuel tests.

The charging of a Tyre/Fuel Testing Levy does not mean tyre(s)/fuel must be tested. KartSport New Zealand will invoice the Levy to the host Club.

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
- Challenge
- Gas
- Shell
- Z

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
- Shell - Shell Racing Fuel 100 Plus
- Shell - Avgas
- Z - Racing Fuel 100 Plus
- Z - Avgas

The mixing of fuels is not permitted. The fuel must not contain any other additive other than a single commercially available two-stroke lubricant.

SECTION L

NOTE: Only the SuperKart International class is 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 KartSport New Zealand Championship events a Fuel Testing Levy of \$10 (incl GST) per entry will be payable.
- For all permitted events Clubs must pay KartSport New Zealand a \$2 (incl GST) Tyre/Fuel Testing Levy for each confirmed entry. The Tyre/Fuel Testing Levy will go to a collective pool for the payment of tyre/fuel tests.
 - The charging of a Tyre/Fuel Testing Levy does not mean tyre(s)/fuel must be tested.
 - Only an appointed KartSport New Zealand Official may test and/or retain fuel samples for further testing. KartSport New Zealand will invoice the Levy to the host Club.
-

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).
- Iron Horse engine
- Rotax FR125 Max and Rotax FR125 Junior Max engines (Refer Rules N12.4 and N14.4 respectively).
- SuperKart National 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, 225 012 Case, 225022 Cover and 225 052 Filter
- 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.

SECTION L

NOTE: For Restricted Class carburettor adaptor plates refer Rule N1.25 and Rule N10.12.

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.

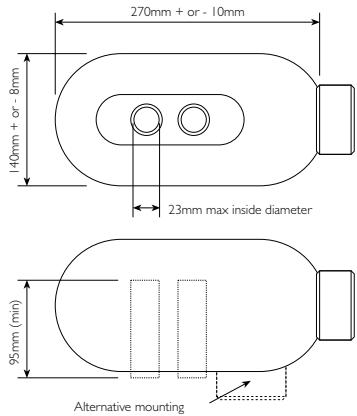
LEAK TESTING: Intake air may only enter by way of the baffle tubes (and drain hole on Option A intake silencers). It is permitted to seal the baffle tubes in place.

Option B

Any previously CIK registered or homologated intake silencer. The homologated internal air filter is compulsory in homologated silencers. Drain holes 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:

- Rule E3.2 Junior Restricted 100cc Yamaha
- Rule E3.3 Junior 100cc Yamaha
- Rule E3.4 KF3
- Rule E3.5 100cc Yamaha Light
- Rule E3.6 100cc Yamaha Heavy
- Rule E3.7 KF2
- Rule E3.14 Formula Junior
- Rule E3.16 100cc Club Class Yamaha
- Rule E3.17 100cc Yamaha Masters
- Rule E3.18 Clubsport 120
- Rule E3.19 Junior Clubsport 120



SECTION L

Inlet hole size: 30.00 mm maximum for the following Classes:

- Rule E3.10 Formula 1255
 - Rule E3.11 KZ2
 - Rule E3.12 Open
-

L6 GENERAL NOTES FOR ALL CLASSES

If these rules do not say you can make a modification, you can not.

- 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 themselves 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. (Refer to C.9.4 Table of Penalties - Technical Infringements.) Any competitor's engine (and controlled components) required for Technical Inspection and not presented on the day and at the set time for inspection will be disqualified from all results. 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.

SECTION L

- 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 and the Clerk of the Course's decision will be final.
- L6.12 **CADET AND JUNIOR RESTRICTED YAMAHA MUFFLERS**
Loose mufflers will be dealt with as follows:
- If a muffler is found to be loose on the Out Grid prior to racing a competitor can tighten the muffler 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 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 classified as a FINISHER.
 - Any competitor found to have a loose muffler in the Pit Shute after qualifying or a race will be DISQUALIFIED (DQ) from that qualifying session/race.
 - A competitor found to have a loose muffler when he/she presents an engine for technical inspection at the end of the day's racing will be DISQUALIFIED (DQ) 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.
-

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.

SECTION L

L8 CHANGE OF ENGINE, CARBURETTOR & EXHAUST SYSTEM

L8.1 The following classes are permitted to use a maximum of two engines and two carburettors at any one event:

- All Yamaha KT100 classes
- Cadet
- Raket 120
- All FR125 Rotax Max classes
- Formula Junior
- Formula 100

All other classes can use either one of the following two options at any one event, but not both.

- (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.
- (b) One spare engine and carburettor with the same conditions as outlined in the first section of this rule for KT100s etc.

The following classes are permitted to use a maximum of two exhaust systems at any one event:

- Cadet
- Junior Restricted 100cc Yamaha
- Raket 120
- All FR125 Rotax Max classes
- Formula Junior
- KF2
- KF3
- KZ2 (except exhaust silencer which is unlimited)

In all other classes the number of exhaust systems permitted is unlimited.

Any engine, carburettor or exhaust system that is to be changed is to be surrendered to the Technical Officer; prior to the use of the second engine, carburettor or exhaust system, 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.

Exceptions:

- In FR125 Rotax Max classes, the reed block may only be removed by the Technical Officer. The reed valve stops may be checked by the Technical Officer against Rule N12.23 before being returned to the competitor for inspection and replacing of the reeds if damaged.
- In all Reed Valve Engines, reeds are able to be changed, under supervision, but only with reeds of the same type and thickness +or- 0.051 mm (0.002").
- Sealed exhaust silencers can be repacked, under supervision, with sound absorbing material as often as required.

SECTION L

- An FRI25 Rotax Max exhaust silencer baffle can be replaced, under supervision, with a replacement (Rotax part) as often as required.
- A damaged/faulty end cap on Junior Intercontinental A, Formula Junior and KF2 exhausts can be replaced, under supervision, with an identical replacement as often as required.

- L8.3 **TECHNICAL INSPECTION OF CONTROLLED COMPONENTS:** The engine (including all auxiliaries), carburettor, intake silencer, exhaust and any other controlled items may be sealed/marked as required by the Technical Officer or their appointee 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 of controlled components. 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.
- 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 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 (including all auxiliaries) CARBURETTOR, INTAKE SILENCER, EXHAUST OR TYRES:** If a competitor has to change an engine (including all auxiliaries), carburettor, intake silencer, exhaust and any other controlled items or tyre 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 **CHANGE OF INTAKE SILENCER (Air Box)**
- L9.1 It is permitted to use a maximum of two Intake Silencers (Air Box) at any one event.
- L9.2 An Intake Silencer that is to be changed is to be surrendered to the Technical Officer, prior to the use of the second Intake Silencer. An Intake Silencer that is surrendered may be unsundered and reused provided the second Intake Silencer is surrendered in its place.

SECTION L

- L9.3 There is no limit on the number of times the two Intake Silencers may be surrendered and unsurrendered however the maximum of two Intake Silencers may not be exceeded and one Intake Silencer must always be surrendered if the other is in use.
-

SECTION M

M TECHNICAL PROCEDURES

M1 TAKING OF SAMPLE TYRE(S) FOR FURTHER TESTING

- M1.1 KartSport New Zealand may take samples of a competitor's tyre(s) using sample kits and equipment together with the protocols and procedures relevant at the time as provided by the contracted testing laboratory. The sealed samples of tyre(s) taken by KartSport New Zealand will be placed in a sealed receptacle and shipped to the company contracted to administer the testing. KartSport New Zealand can use "Sample A" or "Sample B" or both Samples to determine conformity of the tyre.
- M1.2 The result of KartSport New Zealand's further testing of sample tyre(s) is considered to be a Judge of Fact issue. (Rule C.2.18.h).
KartSport New Zealand must notify any competitor found to have an illegal tyre(s) within 60 days of the event.
-

M2 CHECKING A CLUTCH WHICH HAS A FIXED RPM ENGAGEMENT

M2.1 MAXIMUM REVS PERMITTED BEFORE CLUTCH ENGAGEMENT

Raket 85	4700 rpm
Junior Restricted 100cc Yamaha	6000 rpm
Junior 100cc Yamaha	6000 rpm
KF3 (Junior)	3500 rpm
Rotax FRI 25 Max Junior	4000 rpm
Vortex Rok Junior	4000 rpm
Raket 120 Senior/Junior	3000 rpm
100cc Yamaha Light/Heavy	6000 rpm
100cc Yamaha Masters	6000 rpm
100cc Club Class	6000 rpm
KF2 (Senior)	3500 rpm
Senior Rotax Max Light/Heavy	4000 rpm

M2.2 CHECKING THE RPM

Checking the moving of the kart at the set rpm will take place on either the Out Grid or on the track before time trials and/or races. An oblong strip of metal (10mm high by 75mm deep by 1300mm wide) will be placed on the ground immediately in front of both front wheels. The engine will be started, and the mechanic (if applicable) will step aside. The Technical Officer will pinch the cable of the Revolution-Counter to the spark plug cable to read the number of revolutions. The driver must obey the orders given by the Technical Officer.

M2.3 CHECKING THE RPM - PROCEDURE

The procedure is as follows:-

1. The driver must keep the engine running.
2. The brake pedal must remain in the free position without any pressure.
3. The driver shall accelerate with a smooth and light gradual pressure on the accelerator pedal to allow the Technical Officer to read the rpm at the moment when the front wheels move up and over the strip and the rear wheels travel one revolution.

SECTION M

4. In the case of the clutch not engaging at or before the set rpm, a second check will be done immediately. In the case of the second check being negative the driver will:

Time Trial: Not be permitted to start the Time Trial. Disqualification (DQ) issued for the respective Time Trial session.

Heats, Repercharge, Pre-Final, Final: Not be permitted to start race. Disqualification (DQ) issued for the respective race.

The checking is considered a judgement of a **Judge of Fact** and therefore is without appeal.

Alternative or Additional procedure:

The Technical Officer may request the fitting of a device to measure clutch performance during competition. This device must be fixed to the kart by the competitor in accordance with the instructions given by the Technical Officer. The device must not be tampered with. The device must be returned when requested by the Technical Officer. In the case of a clutch being found to be operating outside the specification for the engine/class, the competitor will receive a Disqualification (DQ) for the respective time trial or race.

The checking is considered a judgement of a **Judge of Fact** and therefore is without appeal.

M3 FUEL TESTING PROCEDURE

M3.1 FUEL TESTING USING A DIGITRON DT-15 or DT-47 FUEL TESTER

Turn the instrument on and allow it to warm up at least 15 minutes before doing any testing. Do not use if 'LO BAT' appears on the screen. Replace batteries. (DT-15 Only)

Insert the sensor into Cyclohexane (C₆H₁₂) base and adjust the instrument to read -55. (The -55 reading is the "zero adjustment" for testing.) (DT-47 Refer to the manufacturer's instructions for manual calibration)

Note: When inserting the sensor into the Cyclohexane (C₆H₁₂) and any fuel samples, agitate the sensor to release any trapped air bubbles.

Insert the sensor into the fuel tank ensuring there is sufficient fuel to cover the sensor.

If the reading is zero or a negative number, the fuel is legal. If the reading is above zero (a positive number) the fuel is deemed illegal.

If a fuel sample tests illegal, the following procedure should be used -

- (a) Clean the tester sensor with aerosol brake clean, Allow the sensor to dry for approx 30 sec.
- (b) Check the reading of the instrument in Cyclohexane, if it does not read -55 then recalibrate.
- (c) Recheck fuel sample, checking the temperature of the sample and the Cyclohexane is within 5 deg C.

Additional tests may be used if deemed necessary by the Chief Technical Officer or Chief Steward.

Note: It is important that the temperature of the fuel being tested and the temperature of the Cyclohexane (C₆H₁₂) are within 5° C of each other.

The "zero adjustment" point should be checked in the Cyclohexane every 10-30 minutes and readjusted to read -55 as necessary.

SECTION M

M3.2 FUEL TESTING USING OTHER METHODS

KartSport New Zealand may use other test methods to indicate conformity of fuel. Such tests will be indicative only and a sample of fuel will be taken for further testing by the contracted testing laboratory as per rule M3.3.

M3.3 TAKING OF FUEL SAMPLES FOR FURTHER TESTING

KartSport New Zealand may take samples of a competitor's fuel using sample kits and equipment together with the protocols and procedures relevant at the time as provided by the contracted testing laboratory.

The sealed samples of fuel taken by KartSport New Zealand will be placed in a sealed receptacle and shipped to the company contracted to administer the testing. KartSport New Zealand can use "Sample A" or "Sample B" or both Samples to determine conformity of the fuel.

M3.4 The result of KartSport New Zealand's further testing of fuel samples is considered to be a Judge of Fact issue. (Rule C.2.18.h)

KartSport New Zealand must notify any competitor found to have illegal fuel within 60 days of the event.

M4 SOUND LEVEL MEASUREMENTS

M4.1 SOUND LEVELS: Measurement of sound levels is by one of two methods. Method A (over the track, 1.8m) is the preferred, or Method B (beside the track, 15m).

M4.2 METHOD A (over track): The microphone shall be suspended at a height of 1.8m +/- 0.1m over the driving line and must point towards the track.

M4.3 METHOD B (beside track): The microphone shall be positioned 15m from the accepted driving line at a level 1.2m above the track surface. The point 15m +/- 0.2m from the meter shall be marked on the track surface.

M4.4 EQUIPMENT: A digital meter complying with IEC 651 1979, Type 2 or better (IEC - International Electrotechnical Commission) is to be used.

M4.5 METER SETTINGS: The "A" frequency weighting shall be used with the meter in the "fast" response setting.

M4.6 DISTURBANCE SETTINGS:

Rain: In the case of a declared wet meeting no measurements may be carried out.

Wind: The influence of wind will not be taken into consideration.

Environment: Has been taken into account in the method and in the order of measurement.

Other Ambient noises must not exceed 10 dBA

Disturbances: less than the noise coming from the vehicle to be measured (eg from vehicles moving on the opposite track side).

Site: A site should be chosen where karts are at or near maximum speed.

M4.7 SOUND LEVEL LIMITS ARE:

Method A Measured reading must not exceed 106.4dBA.

Method B Measured reading must not exceed 88dBA.

Checks may be carried out at any moment of the event. Any infringement found during a random check during an event may lead to the competitor's exclusion.

SECTION M

M4.7 EXCEPTIONS:

Sprint Tracks:

Twin cylinder or twin engined karts.
Method A - Maximum 109.4dBA,
Method B - Maximum 91dBA.
Junior Intercontinental A
As per the current CIK International regulations.
Method A - 107.5dBA +3dBA.

MSNZ circuits:

For twin cylinder or twin engined karts the maximum sound level must not exceed Promoter's and/or MSNZ regulations which are currently 95dBA measured at 30 metres from the centre of the track.

M4.8 **CHECKING** is considered a judgement of a **Judge of Fact** and therefore is without appeal. (Rule C2.18)

M5 VOLUME OF CYLINDER HEAD

M5.1 Oil to be used to be ATF Dextron Auto Transmission fluid/oil.

M5.2 Test must be performed with a graduated glass burette. Hypodermic syringes may NOT be used.

M5.3 Test should be done after the engine has cooled. Heads should be marked during the race meeting. Volume will be checked as engine finishes race. No cleaning of the piston or head allowed.

M5.4 PROCEDURE FOR CHECKING

- (1) Ensure the engine is level to the satisfaction of the engine representative.
- (2) Remove spark plug and insert plug stamped AKA.
- (3) Place piston at TDC.
- (4) The test plug to be withdrawn two full turns to the satisfaction of the engine representative.
- (5) Insert the required volume of measuring fluid.
- (6) Ensure the liquid has entered into the bottom of the plug.
- (7) Back the piston slightly off TDC ensuring that the fluid remains in the plug to the satisfaction of the engine representative.
- (8) Tighten test plug down until it stops.
- (9) Slowly wind the engine over TDC checking the fluid level in the plug. If it spills out the top of the plug, the engine has failed the test.

M5.5 **BURETTE** to be a 25ml "B" grade minimum with 0.1ml maximum graduations as per ISO 385.

M6 MEASURING ENGINE CUBIC CAPACITY:

The formula to be used is:

Bore x Bore x Stroke x 0.7854 x Number of Cylinders = Cubic Capacity.

SECTION M

M7 METHOD FOR MEASURING THE OPENING ANGLES OF ALL PORTS

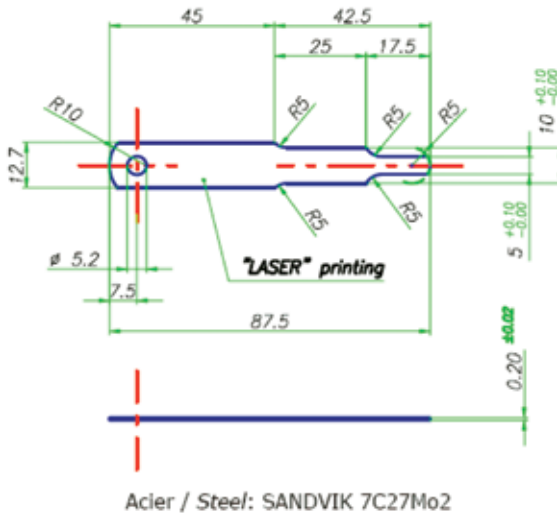
In order to make the measurement more accurate, a 0.20mm thick and a 5mm wide wedge (according to CIK-FIA Technical Drawing #18 below) will be used to establish the start and finish of the measurement.

This wedge will be gripped at the chord axis of each port, between the edge of the upper part of the piston ring or of the piston and its intersection with the edge of the inlet or exhaust port.

The position by which the gripping of the wedge will permit the measurement of the largest possible angle will be considered as the beginning and end of the measurement of the angle.

This wedge may be set in position through the inside of the cylinder or through the duct of the exhaust port to be checked. It will not be mandatory on any account for the wedge to be placed in a horizontal or vertical position.

The reading will be carried out using a graduated disc with a minimum diameter of 200mm or a digital display measuring device operated by a coder.



M8 YAMAHA KT100S DISPLACEMENT:

The method of checking the maximum bore size of a Yamaha barrel will be to set a snap gauge at 53.03 mm using a micrometer (includes the tolerance 0.03 mm). Snap gauge to be applied to the barrel below the head gasket sealing face and above the exhaust port to check for maximum size. If the barrel is found to be oversized the head must be refitted and the bore size rechecked.

SECTION M

M9 TEST FOR MAGNETISM

M9.1 Tests for magnetism will be conducted using a Ferrite ring magnet according to CIK Regulation Appendix #8 and available from KartSport New Zealand.

M9.2 The magnet as defined will have its mass subjected to gravity and must remain stuck in every respect to the surface of the item under test. Prior to the test being carried out the contact surfaces of the item under test shall have been cleared of any finishing treatment with an abrasive or similar device that will remove the finishing treatment to the satisfaction of the Technical Officer;

SECTION N

N SPECIFICATIONS - ENGINES **NI YAMAHA KT100S PISTON PORT**

If these rules do not say you can make a modification, you can't.

NI.1 Engines to have a single cylinder and single stock carburettor and be a stock piston port engine under 101.61 cm³ (6.218 in³) maximum displacement. Unless otherwise specified, all parts are to be of original manufacture and to KartSport New Zealand specifications.

NI.2 LEGAL REMEDIAL MODIFICATIONS:

Engine	Identification marks, labels and transfers may be affixed to the external surface of the engine. Helicoil and threaded inserts. Unless otherwise specified, external modifications which in no way effect a performance gain are legal.
Cylinder Head	Welding is permitted to repair damage and return to legal specification. Non-metallic inserts may be fitted between and through the fins.
Barrels	Fls may be welded back onto the barrel. Non-metallic inserts may be fitted between and through the fins. Stop drilling of cracked fins. Drilling for cylinder head location dowels (dowel pins must be removed before competition). Repairs to scores in cylinder bore. Repairs to scores or nicks in or on a port face. Repair material must not be more than half the chord width of a port face. Repairing is permitted to the machined surface on the top of the barrel liner to return to legal specification. As cast condition may be removed from a cast iron port face.
Crankshaft	Crankshaft journals including the seal contact area may be refurbished concentric with original centres.
Crankcase	Aluminium inserts may be installed in the aluminium engine case for worn bearing and seal housings. Original centre lines must be maintained. Machining damage to a crankcase oil hole is acceptable where a crankcase bearing housing has been inserted. The use of crankcase gaskets between case halves is permitted. Welding of engine case for repair purposes.
Carburettor	'O' ring and/or sealing devices are approved for carb shafts. This includes the machining of the carb body to install the sealing device. Inserts may be installed in the carburettor body for worn throttle shaft bearing surfaces. Brass fuel inlet valve seat may be fitted. <u>Repairs are permitted to return damaged threads to original condition.</u>
Ignition	Internal coil damage may be repaired with
Coil	Silicone or epoxy.

NI.3 **LEGAL ADDITIONS:** Legal additions shall be limited to the following: air intake silencer to KartSport New Zealand specifications, clutch, muffler, rock guard, chain guard, starter pulley, engine mount, starter nut, header pipe, external extension of carburettor jet needles, carburettor return springs, temperature gauge, tachometer;

SECTION N

main bearing shims, ignition module retaining device, crankshaft bearing support, ignition cover spacers 2.54mm (0.100") maximum. Air filter adaptor and or air intake silencer adaptor cannot be velocity stack shaped or act as a ram tube. (Refer notes on air filter adaptors.) Piston exterior surface excluding crown may be coated.

- NI.4 **NON-TECH ITEMS:** Unless otherwise specified, non-tech items include gaskets (except for carburettor gaskets, see Rule NI.20), bearings and cages, threaded fasteners, rings, spark plug cap and ignition earth wire.

Note: Unless specified, all gaskets and bearings which are non-tech must be of the same diameter, width and outside diameter as original manufacturer's part. Exhaust gaskets must be of the same construction as a genuine Yamaha gasket.

- NI.5 **MAIN BEARINGS:** to be single row deep groove type. Ball bearings and rings to be metallic. Cages may be non metallic. Other types of bearings are not permitted.

- NI.6 **DISPLACEMENT:** The maximum bore and stroke are: BORE 53.000 mm (2.087 in), STROKE 46.13 mm (1.816 in).

- NI.7 **EXHAUST, INTAKE AND TRANSFER PORTS:** The port heights and chord widths are NO-GO measurements as per the following diagram. The aluminium surface of all port passages must be in "as cast" condition except for within the following NO-GO measurements:

Outside these measurements, random or irregular factory grinding marks on the as cast surface, which in no way change the port's dimensions will be acceptable. (Smoothing port seams or passages is deemed illegal.)

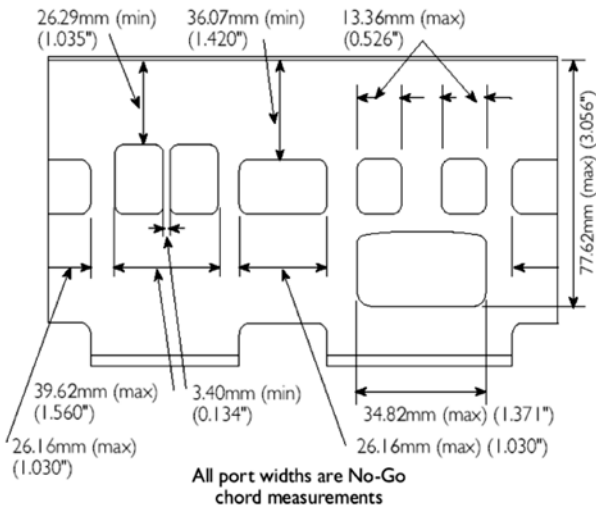
Exhaust and transfer ports are measured from the cylinder wall into the port.

Exhaust	13.00mm max. (0.512")
Transfer	8.00mm max. (0.315")

Inlet port is measured from the phenolic spacer mounting face into the port. (Remove the phenolic spacer mounting gasket.)

Inlet	32.00 mm min. (1.260")
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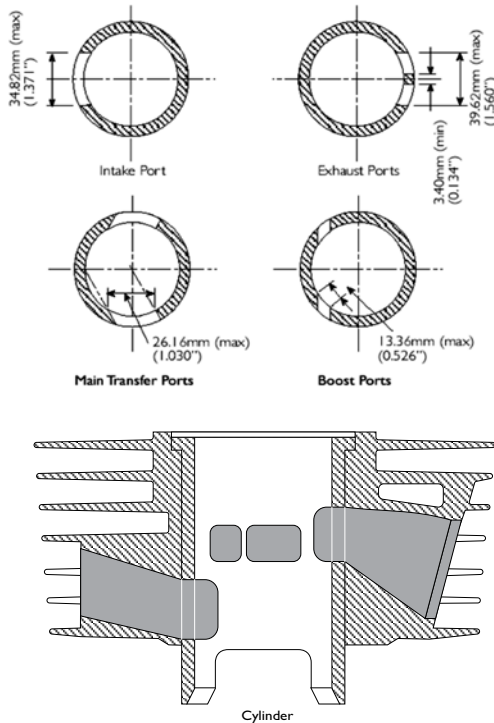
No chamfer on port edges.



SECTION N

The Rule does not allow -

- Grinding the aluminium to change the roof or floor angle.
- Grinding to change the shape or size of the passages from the cylinder base to the junction of the aluminium and iron sleeve.
- Grinding to match the cases to the port passages.
- Sandblasting, glass beading, peening, of any kind is not a substitute for "as cast" condition.
- Machining of KT100S cylinders marked "7ET" between the lowest and second lowest fins to comply with KartSport New Zealand technical specifications with or without the original markings.



Note: Where original factory grinding occurs in a port passage it is in the form of spot facing with a spot facing tool and is below the surface of the aluminium port passage.

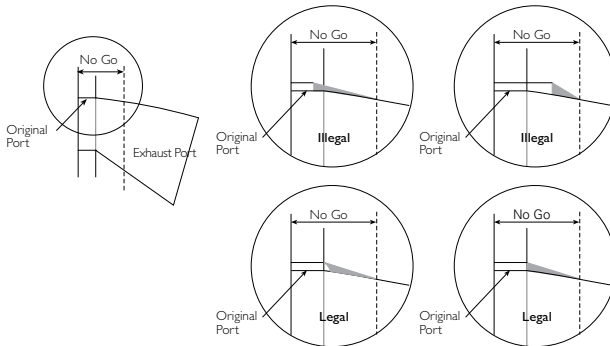
WARNING

A port consists of four port faces joined by radiused corners. The inlet port bottom face is joined by two 8.5mm minimum radius corners and must be concave or flat not convex. The angle of these faces must be as shown in the diagram of the KT100 cylinder ports.

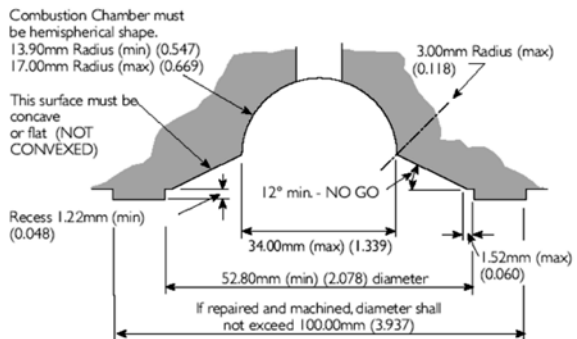
Top and bottom of all port faces must be at right angles (90 degrees) to the cylinder bore and if ground, to the depth of the cast liner.

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Any grinding of the aluminium must be a smooth transition from the intersection point of the cast liner and the aluminium casting to a point within the no-go area. (Indicated by the shaded areas in the drawing following)

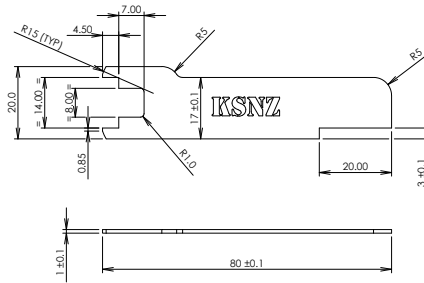


- NI.8 **INLET TRACK:** Length measured from the carburettor mounting face to the surface of the cylinder bore diameter 66.04mm (2.600") minimum 68.58mm (2.700") maximum. (Remove the carburettor base gasket.) There must be a minimum of 2 phenolic spacer gaskets fitted as original.
- NI.9 **CYLINDER LENGTH:** Measured from the base of the aluminium to the head gasket recess. The cylinder length must be 80.26 mm min (3.160 in) 80.90 mm max (3.185 in).
- NI.10 **CYLINDER BASE GASKET:** Cylinder base gasket must be used. Maximum accumulative thickness 1.02 mm (0.040 in). Chemical only gaskets, RTV, silicon etc. are not considered legal.
- NI.11 **HEAD GASKET THICKNESS:** Minimum 0.51 mm (0.020 in). Material shall be copper or aluminium. No chemical or sealing compounds allowed.
- NI.12 **CYLINDER HEAD:** Must be stock appearing. Any machining of the cylinder head or cylinder liner to accept a sealing device is **ILLEGAL**. The cylinder head recess must not be less than 1.22 mm (0.048 in). The combustion chamber volume must not be less than 11 cc. This is measured as per Rule M5. Spark plug protrusion into the combustion chamber will be checked as raced (including any washer or head temp sensor) using the KartSport New Zealand plug protrusion gauge and must not exceed the limit of the gauge. "Stock Appearing" head must be as per the diagram and all dimensions and notations apply.



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KSZ - KT 100 PLUG PROTRUSION GAUGE

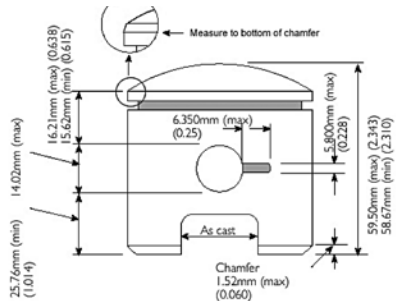


TOLERANCE:

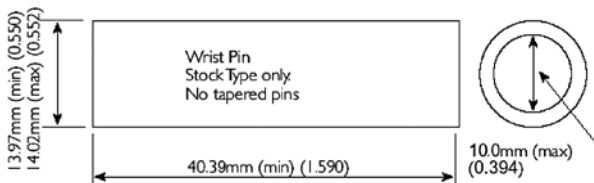
WHOLE No. +/-0.5mm.
 1 DEC.PLACE +/-0.1mm.
 2 DEC.PLACES +/- 0.02mm.
 SPECIAL LIMITS AS STATED

MATERIAL: 1mm S/S

NI.13 **PISTON:** The piston must be an approved single ring only and stock appearing. Legal pistons are Yamaha, Vinart, Strike, and KSI. Bottom of piston must be 90° to the centre line. Chamfer at the intersection at the bottom of the piston skirt and the internal diameter of the piston must be as original manufacture. A chamfer greater than 0.800mm maximum (measured in the same way as the external chamfer on the piston skirt) will be deemed to be illegal. Surface and markings on top of the piston shall remain as supplied by the manufacturer. Transfer area of piston must be as cast. It is permitted to drill a NO GO hole of 1.1 mm in the exhaust side of the piston.



- Two piston pin circlip removal slots allowed to specification. Position is non-tech.
- NI.14 **CONNECTING ROD:** Rod must be of original manufacture or KSI brand part of same specification. Shot peening is allowed. Rod length, centre to centre 99.87 min - 100.13 mm max (3.932 - 3.942 in). No grinding or polishing allowed.
- NI.15 **WRIST PIN:** No special alloy. STOCKTYPE ONLY. No tapered pins. Pin must be of magnetic material.



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NI.16 CRANKSHAFT: Crank assembly must be either Yamaha or KSI brand and be as per original manufacturers specification in regard to construction and dimension unless otherwise specified. Either the clutch type or direct drive type drive side crank half may be used. The step in the crankshaft where a clutch drum or sprocket is fitted may be chamfered or relieved to avoid chain damage to the crankshaft.

Internal width between crank halves (Y) should be no less than 8.84 mm min (0.348 in) when checked in situ. If when checked (with crankcase assembled) this dimension is less than this minimum indication, then the crankshaft assembly must be removed from the crankcase to measure the overall width. If the overall width is less than the minimum allowable the crank will be deemed illegal.

Additional machining and/or polishing is allowed. The following specific dimensions apply.

Outside diameter 86.61 mm min, 87.25 mm max, (3.410 in min, 3.435 in max).

Overall width (X) 45.59 mm min (1.795 in).

A = 17.91 mm min, 18.24 mm max (0.705 in min, 0.718 in max)

B = 0.58 mm max (0.023 in max)

Crank shaft seal contact area diameter 19.81 mm min (0.780 in min).

Crankshaft journals including the seal contact area may be refurbished concentric with original centers. Inside diameter of main bearings used with a repaired crankshaft is non tech. Balance weights may be repaired/replaced with items of the same type and material. Extra punch marks are permitted to retain original or replacement balance weights.

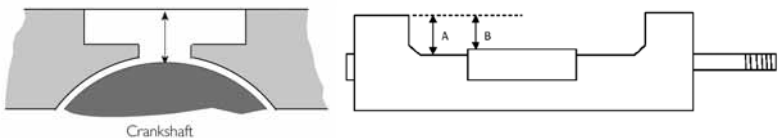
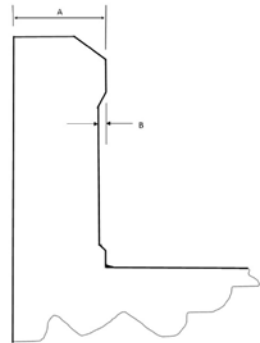
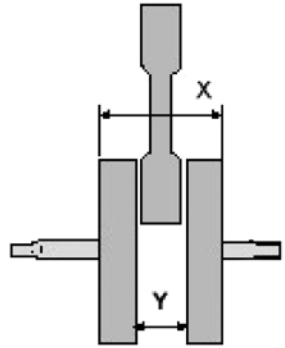
NI.17 SPACERS: The conrod shall have two (2) spacers and two (2) caged type bearings only. Piston pin spacer material may be steel, brass or aluminium. Crankpin spacers to be to original specifications. The crankpin and plugs to be to original specifications.

NI.18 CRANKCASE: Measure the deck height with a depth micrometer; 21.21 mm min, 21.82 mm max (0.835 - 0.859).

The machined surfaces of the crankcase halves may be re-machined. The following specific dimensions apply, measured with a depth micrometer:

A – 23.11 mm min, 23.75 mm max (0.910 - 0.935 in).

B – 22.81 mm min, 23.24 mm max (0.898 - 0.915 in).



Crankshaft

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NI.19 **IGNITION:** Ignition must be of original manufacture and stock appearing with exception of the ignition module as noted below. Ignition rotor diameter shall be 59.0mm minimum. Ignition rotor retaining nut must be original 22 mm AF x 10 mm wide. No modification permitted. Ignition rotor key must protrude into both the crankshaft and flywheel (rotor) key slot. Key width shall be 2.95 mm min (0.116 in). Any means taken to alter the coil position is **ILLEGAL**. Machining the shanks of coil hold down screws to provide additional coil position adjustment **IS NOT ALLOWED**. Modifying the flywheel (rotor) in any manner in order to change ignition timing is **ILLEGAL**. Note: The Atom, the Victor I I DA-IC and ignition modules that appear similar to those of original manufacture are permitted. Only one ignition module per engine. The ignition cover must be in situ. Any holes in the ignition cover must be used (eg to mount a TCI) and any holes not used must be blanked by means of nut and bolt (with or without washer) or rubber grommet. Adhesive tape is not permitted.

NI.20 **CARBURETTOR:** The Walbro WB3A is the only carburettor to be used and it must be of original manufacture and stock unless otherwise specified. Fuel can only pass through stock metering orifices. Any means taken to bypass fuel to the engine in any other manner is **ILLEGAL** no matter how it is accomplished. It is permitted to lap the two mounting faces of the carburettor. It is permitted to lap the pumper face of the carburettor. It is permitted to lap the circuit plate. Both filter screens must be intact and in place, in circuit plate and under inlet needle. All gaskets must be fitted. The only carburettor gaskets allowed are as per the diagrams below. The Metering Diaphragm must be of the same thickness and attachment style as original manufacture. Either a Rubber Pump Diaphragm or a Neoprene Pump Diaphragm may be used. All other gaskets must be the same thickness as original manufacture. Any components not specifically called out must be stock appearing. Inlet spring is a non-tech item. Inlet filter screen must be in situ – mesh size is non tech. A Walbro fulcrum arm must be used. Arm height non tech, shape obligatory, contour non tech. The butterfly screw is non tech.



Pump Diaphragm
Rubber



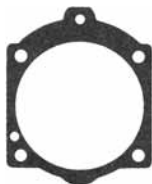
Pump Cover
Gasket



Pump Diaphragm
Neoprene
(Alternative for
unleaded fuel)



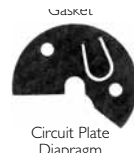
Diaphragm Metering



Metering Cover
Gasket

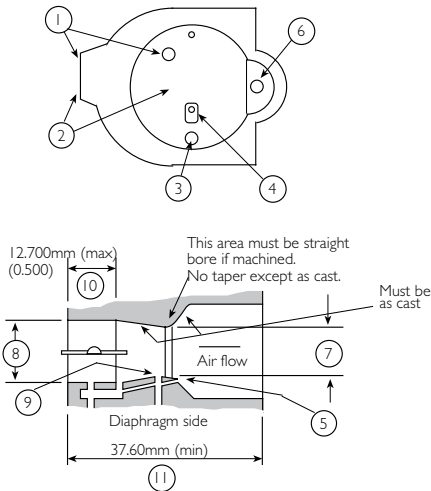


Circuit Plate
Gasket



Circuit Plate
Diaphragm

SECTION N



- (1) High Speed Needle Seat 2.06 mm No-Go (0.081 in)
- (2) Low Speed Needle Seat 1.51 mm No-Go (0.0595 in)
- (3) Idle Jet 1.07 mm No-Go (0.042 in)
- (4) Transition Jet 1.32 mm No-Go (0.052 in)
- (5) Air Pre-mix Orifice Min 0.81 mm No-Go (0.032 in) Max 1.07 mm No-Go (0.042)
- (6) Fuel Inlet Valve Seat 1.63 mm No-Go (0.064 in)
- (7) Diameter at narrowest point of venturi 24.13 mm No-Go (0.950 in)
- (8) Diameter at Flange end 25.65 mm No-Go (1.010 in)
- (9) High Speed Jet 1.88 mm No-Go (0.074 in)
(Check with bent gauge from inside venturi.)
- (10) Bore must not break into the transition jet hole
- (11) Minimum overall length 37.60mm

NI.21 **FUEL PUMP:** ILLEGAL unless stock equipment with the engine.

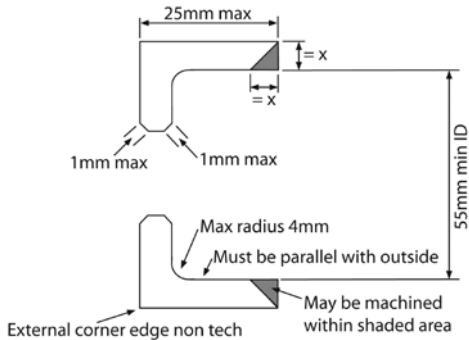
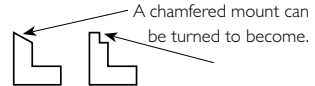
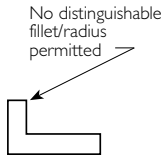
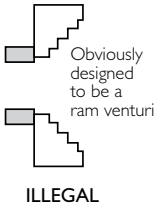
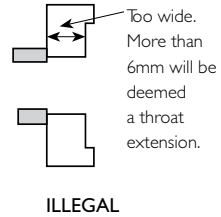
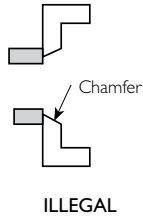
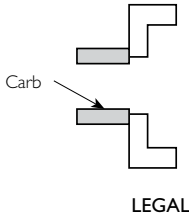
NI.22 **PHENOLIC SPACER:** Thickness 9.65mm min (0.380 in) 11.43 mm max (0.450 in). Hole size 26.67 mm max (1.050 in). Spacer mounting holes may be drilled to 8.00mm dia. max. (0.315 in).

NI.23 **ALUMINIUM CARBURETTOR MOUNT PLATE:** Thickness 11.69 mm min (0.460 in) 12.19 mm max (0.480 in). Hole size 26.29 mm max (1.035 in).

NI.24 **CRANKCASE PULSE HOLE:** Yamaha nozzle PN-787-13522-00 must be used. Hole not used must be plugged. Internal diameter of pulse pipe to be 3.25 mm No-Go (0.128 in).

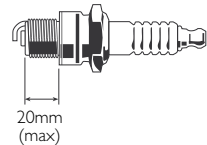
NI.25 **AIR FILTER AND/OR ADAPTOR:** The air filter and/or air filter adaptor must not be velocity stacked or act as a ram tube or throat extension. The maximum permissible extension of the throat is 6mm (see diagram on following page). The rear external corner edge is non tech and may be radiused or chamfered. The following diagrams are a guide on the shape.

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NI.26 **COATINGS:** The coating of the external surface of the engine cooling fins is not permitted.

NI.27 **SPARK PLUG** Any propriety brand spark plug may be used.
Shank length 20mm maximum.



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muffler components must be made of mild steel only 1.00mm to 1.5mm thick. The maximum number of brace straps from the flange to the front of the box muffler is four.

It is permissible under the supervision of a Technical Officer to remove the exhaust during an event to repair a stripped thread for a retaining bolt or to replace a broken retaining bolt.

- N2.5 The addition of a temperature probe to the header pipe is permitted providing the muffler complies with the rules.
- N2.6 It is permitted to fit a support brace from the Box Muffler to the engine mount. This brace is not to be fixed to the muffler by any means other than a retaining spring or hose clip.
- N2.7 **CLUTCH:** One-way bearings, which enable push starting, are not permitted.

N3 GENERAL CONDUCT OF KF3, KF2 and KZ2

- N3.1 These classes will be conducted in accordance with the CIK Technical Regulations unless otherwise stated. Engines must be CIK homologated single cylinder series production air/water cooled engines complying with the specifications of the CIK Regulations unless otherwise specified. Where required by class specifications it is the competitor's responsibility to supply the appropriate CIK Homologation Forms. Chassis will be either CIK homologated, or, if not homologated it will be as per the KartSport New Zealand Competition (Rule K1).
- N3.2 CIK Trophy of New Zealand
Engines and carburettors of different brands of the CIK Engine Homologation may be entered to a maximum of two engines and carburettors.
- N3.3 All Other Domestic Events
Engines and carburettors of different brands may be entered to a maximum of two engines and two carburettors.

N4 GENERAL REQUIREMENTS FOR KF3, KF2 and KZ2

- N4.1 **ENGINE :** By engine is meant the propelling unit of the vehicle in running order, including a cylinder block, sump and possible gearbox, ignition system, carburettor and exhaust silencer. All systems of injection are forbidden. The spraying of products other than fuel is forbidden. The engine shall not comprise a compressor or any supercharging system. In KZ2 a cooling system by air or liquid is authorised. KF3, KF2 and KZ2 engines must be described in the Manufacturer's catalogue and be the subject of a descriptive form called "Homologation Form" from the model established by the CIK-FIA. This Homologation Form shall be stamped and signed by the ASN and the CIK-FIA.
- N4.2 **CYLINDERS :** For unsleeved engines, repairing cylinders is allowed by addition of material but not of parts.
- N4.3 **CYLINDER HEAD:** It is allowed to replace the spark plug thread by a heli-coil. Machining of the cylinder head is permitted subject to complying with head cc requirements.
- N4.4 **Water pump :** For KZ2 the water pump must be independent from the engine and be

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mechanically controlled by the rear wheels axle.

- N4.5 **CARBURETTORS** : Any injection system is forbidden. Any spraying of products other than fuel is forbidden. For all categories without gearboxes, an extra manual mechanical adjustment device working with adjusting screws is allowed (without modifications to the carburettor; if the latter must be homologated). The inlet duct (mechanical assembly between the homologated inlet silencer and the reed box) must comprise the inlet silencer; the carburettor and the reed box cover; as well as a possible adaptor; spacer and/or gaskets. No additional component is authorised. The adaptor (spacer) must have a transversal conical cylinder cross-section, be mechanically attached with tools and present neither any connections fitting together nor parts which overlap each other. Furthermore, it is forbidden to have any connection resulting in an extra volume (including any groove, hollow space or other such spaces) at the level of the inlet duct. Carburettors must also comply with specific class requirements.
- N4.6 **IGNITION** : The ignition system used must be homologated by the CIK-FIA. For KZ2 the ignition system used must be of analogical type and any variable ignition system (system of progressive advance and delay) is forbidden. For KF3 and KF2 the ignition must be digital with an integrated rev limiter. For ignitions with an external and projecting rotor; a protection system covering the rotating parts must be mounted. Any electronic system allowing an auto-control of the parameters of functioning of the engine while the kart is in motion is forbidden. It is allowed to use one or two Start/ Stop pushbuttons instead of the starter key unit, on condition that the connectors are the same, so that the cabling can be substituted at all times.
- N4.7 **INLET SILENCER** : An inlet silencer homologated by the CIK-FIA is mandatory. An internal air filter is compulsory in CIK homologated silencers. For KZ2 ducts of 30 mm maximum. For the KF3 and KF2 ducts of 23 mm maximum. It is permitted to trim the internal portion of the rubber connector on CIK homologated inlet silencers. Variable volume air boxes are forbidden. It is the competitor's responsibility to supply the Homologation Form for the intake silencer.
- N4.8 **EXHAUST** : Must be made with magnetic steel. In KF2 and KZ2 the exhaust must be homologated. The exhaust system shall discharge behind the Driver and shall not operate at a height of more than 45 cm from the ground. It is forbidden for the exhaust in any way to pass forward and across the plane in which the Driver is seated in his normal driving position. All systems of power valve are forbidden except in KF2.
- N4.9 **SPARK PLUG** : The ignition spark plug must be mass-produced and remain strictly original. The spark plug barrel and the electrode insulation (electrodes not included) tightened on the cylinder head must not extend beyond the upper part of the combustion chamber dome. (see CIK Technical Regulations Appendix 7 for details).
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N5 CONTROLS and TOLERANCES for KF3, KF2 and KZZ

For the control, the following tolerances are allowed:

- Connecting rod centre line: +/- 0.2 mm
- Piston stroke: - engine assembled: +/- 0.2 mm
 - crankshaft alone: +/- 0.1 mm
- Ignition, engine (except KF engines): +/- 2°
- Homologated gearbox:
 - Value obtained after 3 engine rotations: +/- 3°
- Exhausts of all 125cc engines : +/- 1 mm
except in KF for the dimensions of part No.1
manufactured by shaping & of part No. 5: +/- 3 mm
- KF engines (piston, crankshaft & conrod, reed box, balance shaft):

Dimensions:	<25 mm	25-60 mm	60-100 mm	>100 mm
Tolerance:	+/- 0.5 mm	+/- 0.8 mm	+/- 1 mm	+/- 1.5 mm

–Other parts :

Dimensions:	< 25 mm	25 - 60 mm	> 60 mm
Machined parts:	+/-0.5 mm	+/-0.8 mm	+/-1.5 mm
Raw or welded parts:	+/-1.0 mm	+/-1.5 mm	+/-3.0 mm

The units of measure (including derived units) will be those of the international system: unit of length in metres, unit of mass in kg, unit of time in s, and unit of noise level in decibels.

However, the following will be used: for the unit of angle, the ° (degree) instead of the radian; and, for the unit of temperature, the °C instead of the Kelvin.

Without tolerance (at all times and whatever the conditions may be):

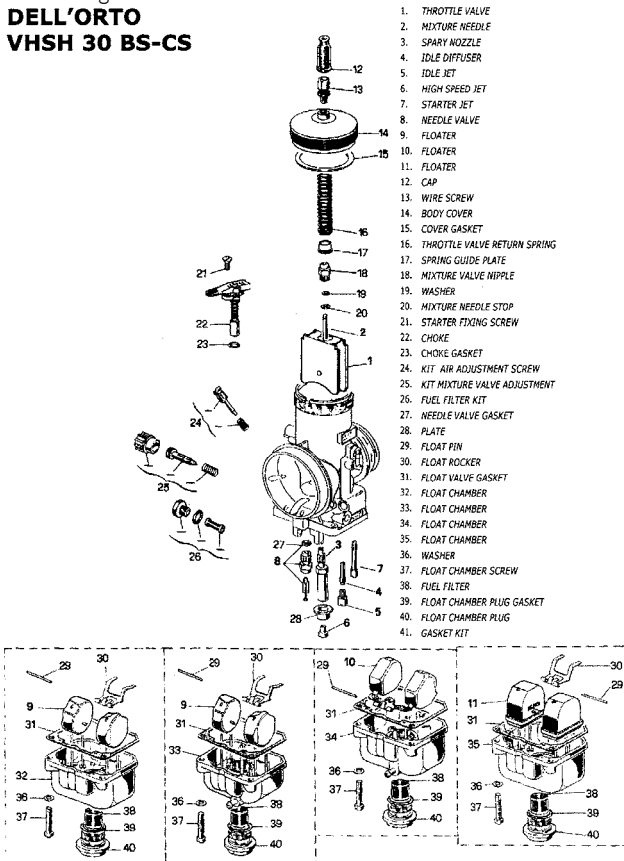
- Cubic capacities.
 - Diameter of the carburettor venturi.
 - Noise limit.
 - Weight measurement.
 - Combustion chamber volume.
 - Any minimum and maximum value.
-

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N6 KZ2

- N6.1 **POWER UNIT:** It must not be possible to dissociate the engine from the gearbox. Engine case divided into only 2 parts (vertical and horizontal).
- N6.2 Water-cooled single-cylinder engine with reed-valve intake, one circuit only, homologated by the CIK.
- N6.3 Maximum cylinder cubic capacity: 125 cc.
- N6.4 Reed-valve box (dimensions and drawing) as per the Homologation Form. Reed-valve cover: free.
- N6.5 **CARBURETTOR:** Must be the Dellorto VHSH 30. Maximum venturi diameter 30 mm (no tolerance allowed). The carburettor must remain strictly original. The only settings allowed may be made to: the slide, the needle, the floaters, the float chamber; the needle shaft (spray), the jets and the needle kit, subject to all the interchanged parts being original Dellorto parts. The incorporated fuel filter and the plate (part #28 on the drawing on the following page) may be removed; if they are kept, they must be original.

DELL'ORTO VHSH 30 BS-CS



SECTION N

- N6.6 **GEARBOX:** Homologated by the CIK (including the primary torque). Minimum 3 and maximum 6 ratios. Check of the ratios using a graduated disc with a minimum diameter of 200mm or a digital device (Choice of method at the discretion of the Technical Officer); degree decimals given on the Homologation Form must be mentioned in tenths of degrees and not in minutes. For homologation of the gearbox, the Manufacturer(s) and the model and type must appear on the Homologation Form.
- N6.7 Mechanical gearbox control without servo system. Any system of ignition cutting is forbidden.
- N6.8 Total exhaust-opening angle: 199 degrees maximum, irrespective of the value indicated on the Homologation Form. To be measured in accordance with the method described in Technical Procedure M7.
- N6.9 **COMBUSTION CHAMBER:** The combustion chamber volume shall be a minimum of 13cc. This is measured as per Rule M5.
- N6.10 **IGNITION ROTOR:** It is allowed to add a mass to the ignition rotor; it shall be fixed by at least two screws, without any modification to the homologated rotor.
- N6.11 **EXHAUST:** Homologated (see Supplement to Homologation Form). The magnetic steel sheet metal thickness must be 0.75mm minimum. It is the competitor's responsibility to supply the Homologation Form for the exhaust.
- N6.12 **ENGINE SEALING:** The engine must be able to be sealed to the satisfaction of the Technical Officer.
-

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N7 GENERAL SPECIFICATIONS FOR KF SERIES ENGINES

- The original parts of the homologated engine must always retain their original construction and comply with and be similar to the photographs, drawings and physical heights described on the Homologation Form and present on the engine sealed at the homologation.
- The modifications likely to change the initial aspect, the dimensions, the drawings or the photographs of the original parts represented on the Homologation Form are forbidden, except if they are explicitly authorized by an article of the CIK-FIA Regulations or for safety reasons. Furthermore, any modification or assembly resulting in altering a regulatory dimension or impeding its control is assumed to be fraudulent and is therefore forbidden.
- The basic engine must be adaptable for use in all three specific categories.
- Direct drive single-cylinder 2-stroke reciprocating engine homologated by the CIK-FIA.
- Exotic materials forbidden: mandatory steel and aluminium for any components with a mechanical function and/or transmitting forces.
- Carbon forbidden for all structural parts.
- Engine crankcases and cylinder obligatorily from aluminium casting.
- Crankshaft, connecting rod and gudgeon pin: mandatory magnetic steel.
- Pistons obligatorily from aluminium casting or forging.
- Cylinder with steel casting liner.
- Height of cylinder block measured between the upper gasket plane of the liner and the gasket plane of the cylinder base.
- Volume of transfer ducts, exhaust duct length, internal profile of the exhaust duct outlet and lower gasket plane of the cylinder according to the Homologation Form. These elements must be controlled according to the methods described in Appendix #3 of the CIK-FIA Technical Regulations.
- Maximum cylinder capacity: 125cc.
- Stroke comprised between 54mm minimum and 54.5mm maximum.
- Water cooled (crankcases, cylinder and cylinder head), with one circuit only, with an integrated water pump.
- Intake by reed valves in the crankcases or in the cylinder.
- Power-valve authorized (except KF3), homologated with pneumatic control (opening) and mechanical return (closing), without any electronic connections.
- Supercharging forbidden.
- Dimensions of the threaded spark-plug housing - length: 18.5mm; pitch: M 14 x 1.25.
- Mandatory homologated balance system made with unbalanced systems rotating in the opposite direction to that of the crankshaft. The balancing will be 25% minimum (see details in the Homologation Regulations). It must be possible to dismount it and control it directly from the outside.
- Homologated variable digital ignition system with self charging system for the battery, allowed only according to engine speed. Mounting, attachment, method of function and marking in accordance with the list of requirements defined in the Homologation Regulations by the CIK-FIA. Starter with on-board electric source.

- Mandatory sealed battery (maintenance free) used only for the starter.
 - Mandatory start and cut-off switch that can be triggered by the Driver in his/her normal driving position.
 - Clutch according to CIK-FIA Technical drawings #15 and #16. Minimum weight (complete clutch with starter ring and engine sprocket) according to the engine Homologation Form.
 - The engine clutch must be triggered at 3,000 rpm maximum and make the kart with the Driver on board move forward as per Rule M2; it must be in direct drive (and 100% engaged) at 5,000 rpm maximum under all circumstances.
 - An efficient protection (made of aluminium or plastic) covering the centrifugal clutch but leaving free access to the chain or belt must be fitted.
 - Exhaust must be made from magnetic steel.
 - The use of a temperature sensor in the exhaust manifold is free but without modifying either the homologated exhaust or the regulatory dimensions of the manifold.
 - Identifications: machined flat spaces of 30 mm x 20 mm for the attachment of the specified identification stickers:- at the front of the cylinder,- on the upper part of the reed box housing for the half sumps.
 - Following a decision of the Stewards the Technical Officer(s) may be authorized to require the interchange of a competitor's ignition system for a system supplied by KartSport New Zealand. The substitute ignition system must be the same make and model as the one previously fitted to the competitor's engine and must be returned to KartSport New Zealand when requested by the Stewards. Should an earlier return time not be nominated by the Stewards the ignition systems must be returned to their original owners no later than the end of Technical Inspection for the event.
 - Following a decision of the Stewards the Technical Officer(s) may be authorized to require the change, in the KF3 class, of a competitor's carburettor and/or exhaust system for items supplied by KartSport New Zealand. The substitute carburettor and/or exhaust system must be the same make and model as the item(s) previously fitted to the competitor's engine and must be returned to KartSport New Zealand when requested by the Stewards. Should an earlier return time not be nominated by the Stewards the items must be returned to their original owners no later than the end of Technical Inspection for the event.
 - The engine can only be started using the on board battery and the homologated engine starter.
-

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N8 SPECIFIC SPECIFICATIONS FOR KF3

Engine homologated in KF4, with the following modifications:

- Power-valve not permitted: replaced by the homologated fixed blanking cover; or housing in the cylinder not machined.
 - Exhaust angle limited to 170° maximum on the exhaust ports, measured at the level of the liner in accordance with the method described in Technical Procedure M7.
 - Engine speed limited to maximum 14,000rpm.
 - Combustion chamber minimum volume of 14 cc, measured in accordance with the method described in Rule M5.
 - Specific monotype exhaust (dimensions and volume according to CIK technical drawing No. 12). Manufacturer: Elto Racing.
 - Homologated butterfly carburettor with a maximum diameter of 20mm, comprising two set screws. It must remain strictly original. It must comply with the Homologation Form and the tooling deposited by the Manufacturer for the control of the shape of the inlet duct. Manufacturer: VA.MEC, Brand: Tryton, Model: F3 KF3 D20, CIK #26/C/15 (including 01/01/ER).
 - The cooling is limited to one single free radiator with one single circuit, excluding any other combination; an additional inner circuit for the normal functioning of the thermostats is allowed.
 - Homologated ignition system with a specific limiter at maximum 14,000rpm.
-

N9 SPECIFIC SPECIFICATIONS FOR KF2

Engine homologated in KF4, with the following modifications:

- Homologated power-valve permitted. The mechanical functioning of the power-valve is free, provided that all the components shown on the exploded drawing included on the Homologation form are used and that no other components are added.
 - It is forbidden to mount a power-valve throttle-valve shift measurement sensor.
 - Combustion chamber minimum volume of 11cc, measured in accordance with the method described in Rule M5.
 - Engine speed limited to maximum 15,000rpm.
 - Homologated butterfly carburettor with a maximum diameter of 24mm, comprising two set screws. It must remain strictly original. It must comply with the Homologation Form and the tooling deposited by the Manufacturer for the control of the shape of the inlet duct. Brand Ibea. Permitted models: L5 CIK 252/C/09, L6 CIK 4/C/15 and L9 CIK 8/C/18.
 - Exhaust as homologated for the specific engine.
 - Free radiator(s).
 - Homologated ignition system with a specific limiter at maximum 15,000rpm.
 - All port opening angles to be measured in accordance with the method described in Technical Procedure M7.
-

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N10 IRON HORSE ENGINE

Deleted.

N11 RAKET 85 ENGINE

- N11.1 The Raket 85 engine used in KartSport New Zealand events must be as per original manufacturer's specs in regard to construction and surface finish of all components unless otherwise specified. Any engine which does not comply with these rules is deemed illegal and the competitor will be disqualified from the results of any and all competition in which the engine has been used. A tolerance of 0.02mm will be given on all measurements. Glass blasting, shot peening, chemical or any other surface treatment in any way shape or form is not acceptable as original manufacture. All gaskets must be insitu and of original type. No chemical gaskets including sealants of any kind allowed except for the exhaust gaskets which may be sealed. Any and all measurements given in these engine rules are for technical references only. Unless otherwise specified you must not machine any dimension to the measurements.
- N11.2 **CRANK CASE:** The crank case must be the same shape and form as shown in the homologation drawings. The measurements must not be changed. The part of the crankcase which surrounds the fly wheel must also remain unchanged (no machining allowed). A sprocket and chain guard other than the original type supplied with the engine may be used provided no machining or changes to the engine are made. The crankshaft seals are free with regard to brand name as long as the type (non Teflon only until 1-2-11) and size remains the same as original manufacture. The crankshaft seal on the drive sprocket side must be 17x28x7mm single or double lip type. Double lip type may have one lip removed. The seal on the ignition flywheel side must be 15x26x7mm with both a sealing lip and a dust cover lip. The crankshaft main bearings must be a single row deep groove ball race 17x40x12 mm. Bearing balls and rings to be metallic. Cages may be non metallic. The main bearings must be an interference fit in the crankcase as well as onto the crankshaft. With the retaining screws removed from the crankcase, clearances in the main bearings usually allow the case halves to be separated slightly using hand force. Separation of either or both case halves from the crankshaft using hand force only is not permitted and if possible, determines that the engine is illegal.
- N11.3 **CRANK SHAFT ASSEMBLY:** No machining of any kind or any other modification of the crank shaft is allowed, except for the use off a sealer (Araldite or similar) to fill the original oil gallery hole exposed when a clutch is fitted. The balance of the crank shaft may not be changed by removal or addition of material by any means. The needle bearings in both ends of the connecting rod must be the same type as the original bearings (caged needle roller). The connecting rod must not be machined or modified in anyway.
- N11.4 **CYLINDER:** The cylinder unless otherwise specified must not be modified or machined in any way, shape or form. Deburring of the port or any edges is regarded as machining and therefore not allowed. Unless otherwise specified the

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original cylinder liner material including over spray must be insitu. Any re-plating of cylinder is not allowed. The cylinder base gasket sealing face is a cast surface and must not be machined. There must be a minimum of 2 (two) cylinder base gaskets and a minimum of 1 (one) aluminium spacer; minimum thickness including gaskets 1.00mm. Maximum thickness including gaskets 1.30mm. External cylinder surfaces may be sandblasted or chemically cleaned. All internal surfaces must remain as per original manufacture with regard to construction and surface finish.

N11.5 SPARK PLUG: Any propriety brand spark plug to Nippon Denso W22MP-US specifications is allowed. The spark plug must not protrude into the combustion chamber area more than 2 (two) threads with the sealing ring in place.

N11.6 PISTON: The piston must be the original brand (Mahle), but other markings on the crown may vary. No machining of the piston other than the piston skirt bottom is allowed to meet the measurement provided. The piston length is measured from the control edge of the piston to the bottom of the piston skirt as per piston drawing below. The 2 (two) piston rings must be magnetic and of original manufacture and



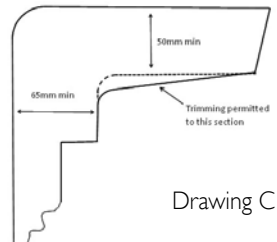
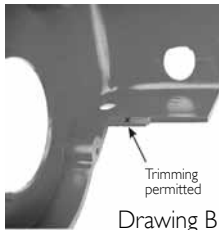
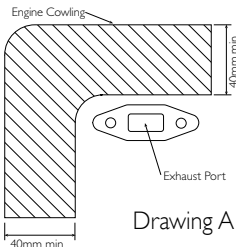
in situ. The hollow gudgeon pin must be magnetic and the same measurements as the original parts supplied by Radne Motor AB Sweden. The markings on the piston crown are, except for the name of the manufacturer, an A with an arrow showing which side must face the exhaust. On the original piston crown a classification letter A, B, C, or D may be found. The letter A indicates the smallest diameter. Pistons which are sold as spare parts may not have any classification letters at all, but all spare part pistons are of class A and can be used in all cylinders.

N11.7 ENGINE COWL: The plastic fan cover/engine cowl is standard for the Raket 85 engine. The circular air inlet opening must be a diameter of 79mm minimum, 81mm maximum.

The ONLY modifications allowed are,

1. The engine cowl can be trimmed to fit an old style muffler assembly. If trimmed, it must only be used with an old style muffler. See drawing A for detail.

2. The engine cowl can be trimmed within area marked to allow fitment to an older style casting. See photo B for detail.



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3.The engine cowl can be trimmed to fit the new style aluminum exhaust spacer with fins. If trimmed it may only be used with the new style aluminum exhaust spacer with fins. See drawing C for detail.

N11.8 IGNITION SYSTEM: The ignition system is a transistorised type which has been specially developed for the Raket 85 engine. The original stator assembly with the black, brown or blue coloured grounding wire or no grounding wire at all is the only stator assembly allowed. The ignition system may not be changed for any other brand or type and any means or method taken to move the ignition system from its original position is illegal. The flywheel must be original Raket 85 but there may be several different original types. The height of the flywheel measured over the fan blades must not be less than 31mm. No machining of the flywheel in any way, shape or form is allowed. The flywheel must be original, no damage or repairs allowed except to threaded holes where helicoil or thread repair inserts may be used to repair threads to the same dimension as original. The flywheel key must be fitted and protrude into both the flywheel and crank shaft slots when installed. The key may be machined, minimum thickness 2.670mm. The key must have parallel sides and not be stepped. A lead for a rev counter may be attached to the outside of the ignition wire provided that no modification takes place.

N11.9 INTAKE SILENCER: Adaptor must comply with Rule N1.25. An Intake Silencer must be fitted. The following is permitted:

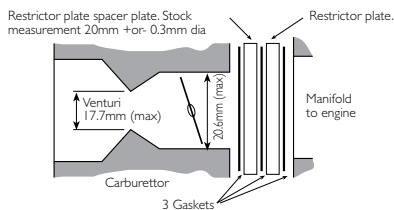
- Intake Silencer complying with Rule L5 Option A.

N11.10 CARBURETTOR: The carburettor must be either the Tillotson HS-175D (for Club Days Only) or the Tillotson HS-205A only and stock. No modifications are allowed unless otherwise specified. Manufacturing tooling withdrawal marks parallel with the air flow in the "as cast" section are acceptable. Parallel boring of the venturi is acceptable. Venturi diameter 17.7mm NO GO. Fuel can only pass through the stock metering orifices. Any means taken to bypass fuel to the engine in any other manner is illegal, no matter how it is accomplished. The carburettor pumper face may be lapped. Inlet spring is a non-tech item. The Tillotson HS series fulcrum arm must be used. Arm height non tech, shape obligatory, contour non tech. Interchange of parts between the HS-175D and the HS-205A is not permitted. It is permissible to remove a section of the choke shaft lever on the HS-205A to provide clearance between the lever and the intake silencer mount in operation. It is permissible to replace the idle adjustment screw on the HS-205A with a hex head screw/bolt to enable the idle to be adjusted with the intake silencer mount fitted. It is permissible to add material to strengthen the throttle shaft arm hole where the throttle cable locates.

The carburettor restrictor plate internal hole size is:-

Cadet Class: 15.00mm maximum diameter

The carburettor restrictor plate and spacer plate thickness is to be 2mm +/- 0.1mm. The restrictor plate must have a machined parallel hole with square edges (no chamfers). The restrictor plate hole must be centrally located as manufactured and supplied by Kiwi



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Karts. The restrictor plate, spacer plate and 3 (three) stock appearing gaskets must be in situ.

NOTE: The Tillotson HS-175D will be valid until 31.12.12 for Club Days only. From 1.1.13 only the HS-205A is permitted for all competition.

N11.11 **CARBURETTOR MANIFOLD:** The carburettor manifold must have the spare part number 279 189. It is permitted to lap the mounting surfaces of the manifold. Minimum thickness 24.2mm.

N11.12 **EXHAUST:** The original Raket R85 box type muffler Radne Motor AB Part #3140 and exhaust spacer Radne Motor AB Part #3127 with 2 (two) exhaust gaskets. Exhaust spacer width between muffler and engine including gaskets, 19.50mm maximum, 16.50mm minimum. Muffler exit-pipe inside diameter; 17mm +/- 0.20mm, length 47.00mm minimum. The new Raket muffler is permitted. The outlet pipe must comply with this rule. It may be used with either of the exhaust spacer options listed below.

The Raket 85 box type muffler AB part#3140 contains two (2) internal baffle plates each with approximately half the surface area perforated (with holes). The perforated area of each baffle plate is to be at opposite sides of the muffler box and the lower plate perforations at the opposite side to the outlet tube.

Option 1: Has an original manufactured punched steel spacer plate 4mm +/- 0.30mm in thickness. This plate requires an extra exhaust gasket making a total of 3 (three) gaskets when fitted. The original aluminium spacer must be retained when using this new muffler:

Option 2: Has either the original aluminium spacer or the newer aluminium spacer with fins and 2 (two) gaskets. Exhaust spacer width between muffler and engine with Options 1 or 2 including gaskets 25.5mm maximum, 22.5mm minimum.

In operation the muffler must be securely fastened with no leakage, must be effective and installed in the original position. No modifications to the exhaust system are allowed in any way shape or form. It is permissible under the supervision of a Technical Officer to remove the exhaust during an event to repair a stripped thread for a retaining bolt or to replace a broken retaining bolt. Check on exhaust gas leakage may be made by a gas leak detector. An Indentation is permitted in the sprocket side of the muffler to provide clearance for the chain. Welding is permitted to repair damage and return to legal specification. Where an exhaust is repair welded at the seam, a maximum of two sides only may be welded.

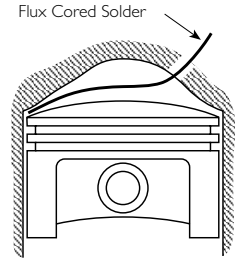
N11.13 **DRIVE SPROCKET:** Clutch drive – the drive sprocket must have 12 (twelve) teeth of .219 pitch. Only genuine Radne clutch and parts may be used. (Either Clutch drum Part #3144 (with OD of 77.5mm) and Clutch inner Part #3143 or Clutch drum Part #3144-2 (with OD of 87.8mm), Clutch inner Part #3143-1 and inside washer Part #3148-1). No modifications to the clutch are permitted. One-way bearings, which enable push starting, are not permitted.

N11.14 **PISTON TO HEAD CLEARANCE:** The clearance between the lowest part of the combustion chamber and the piston crown with the piston at TDC must not be less than 2mm. The correct procedure will be to, insert a length of flux cored solder minimum 2.2mm dia in through the spark plug hole until the end is in contact with the cylinder wall at any point around the cylinder. Rotate the piston past top dead centre, (the piston crown and combustion chamber should

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compress the solder at TDC), remove the solder and measure the thickness at the most compressed point, the measurement must not be less than 2mm.

N11.15 **NON-TECH ITEMS:** Unless otherwise specified, non-tech items include gaskets and threaded fasteners. (Helicoil or thread repair inserts may be used to repair damaged threads to the same dimension.) They must be fitted on the same centre line as the original thread. Unless otherwise specified, non-tech items must be of similar shape, dimensions, manufacture and position as the original part.



N12 ROTAX FR 125 MAX ENGINE

N12.1 Engine Technical rules for this class are under the control of KartSport New Zealand Executive in conjunction with Rotax. The KartSport New Zealand Executive reserves the right to alter the class specifications to ensure fairness of competition, safety and the wishes of the competitors. Only written submissions will be accepted for changes, with the Executive acting on them if considered necessary.

N12.2 The only engine permitted in this class is the Rotax FR 125 Max. The engine is a single cylinder; liquid cooled, reed valve 2 stroke.

UNLESS IT STATES THAT YOU CAN DO IT, YOU CANNOT.

- Unless otherwise specified filing, grinding, polishing, surface treating, machining or lightening of any component is expressly forbidden. All measurements given in these engine rules are for technical references only. You must not machine any parts to the dimensions given.
- The addition of material to any component is not allowed.
- Only genuine Rotax components that are specifically designed and supplied for the FR 125 engine may be used in or on the engine and its ancillaries, unless otherwise specified. The use of either "red" or "green" OEM gaskets is permitted.
- The engine is to be used with airbox, carburettor, fuel pump, radiator, wiring loom, ignition system, clutch and exhaust system as supplied by the manufacturer.
- Any type of ignition switch may be used. It must not enhance the ignition system in anyway.
- Position and method of mounting the battery, wiring loom, exhaust system and fuel pump are free provided they are securely fixed and comply with KartSport New Zealand Sprint Chassis (Rule K1).
- The ignition coil must be mounted in the original position as supplied by Rotax.
- The use of thermal barrier coatings/ceramic coatings on or in the engine or exhaust system is not allowed.

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- Fitting of helicoil type thread repair inserts to repair damaged threads is allowed, providing such repairs are not used to derive any benefit other than rectification of damage.
- The use of ceramic / ceramic hybrid bearings or bearings containing any ceramic component, are not permitted.

N12.3 **RADIATOR:** The radiator must be fitted to the right hand side of the engine using standard hoses and connections as supplied by Rotax. Radiators may be mounted as per Rule K1.38 for SuperKart racing.

Thermostats supplied by Rotax and fitted according to instructions supplied by Rotax can be used. Filing of the crankcase to allow easy fitting of the water connection is allowed.

Blanking of the radiator is allowed.

The top water elbow on the engine may be changed for a non-original fitting ie. Aeroquip type swivel fitting.

The use of repaired radiators is permitted.

N12.4 **AIR BOXES:** Original air box and filter must be fitted and used. The only allowable modification is the drilling of an 8mm (maximum) drain hole. The genuine Rotax air box mounting bracket does not have to be used but the air box must be mounted as close as practicable to the original vertical position with the inlet tubes underneath.

An M8 size grub screw must be used to create an airtight seal to the factory embossment hole in the late model airbox top cover:

The Rotax Max intake silencer, made up of all of the following Rotax Part Numbers, is a permitted option:

225015 intake silencer case bottom

225025 intake silencer case top

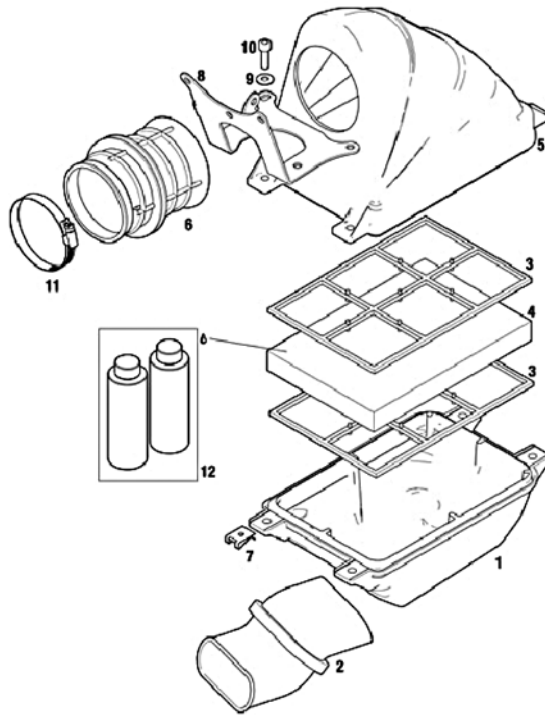
225051 filter element

251720 support bracket

4 x 242141 nut M6

AIR BOX: Intake silencer with integrated, washable air filter must be used with all parts as shown in illustration and must be mounted on the support bracket with two screws (in dry and wet race condition). Intake silencer case bottom is marked on the inside with the ROTAX part no. 225 015. Intake silencer case, top is marked on the inside with the ROTAX part no. 225 025. Either fine or coarse genuine air filter mediums must be installed as shown in illustration.

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**NOTE: Implementation: 1-4-11 for all permitted events (Groups A to E)
1-12-12 for Club day events (Group E). Old style remains optional until this date.**

N12.5 CARBURETTOR: Dellorto models VHSB34QD or VHSB34QS only. All parts used in or on these carburetors must be original parts as supplied for the series 1 or series 2 VHSB34QD or VHSB34QS. All parts must be fitted as per the original location and are not to be modified in any way unless otherwise specified. VHSB34 is cast on the carburetor housing and the number 40 is cast on the top of the throttle slide QD or QS is stamped on the carburetor housing. The float arm must be for the Dellorto models VHSB34QD or VHSB34QS, arm. Height non tech, shape obligatory, contour non tech. Bore/throat to remain as cast. Slide must not be modified in any way from original manufacture. The only carburettor needles permitted are K27, K54, K98.

Following two combinations of floats and idle jets are legal:

Combination 1:

- Floats marked with "gr 5.2"
- Idle jet stamped with the digits "30"
- Idle jet insert stamped with the digits "30"

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Combination 2:

- Floats marked with "gr 3.6"
- Idle jet stamped with the digits "60"
- Idle jet insert stamped with the digits "60"

Start jet stamped with the digits "60"

Series 1 atomiser (without cut away)

Series 2 atomiser (with cut away)

N12.6 **INLET MANIFOLD:** Inlet manifold is marked with the name Rotax.

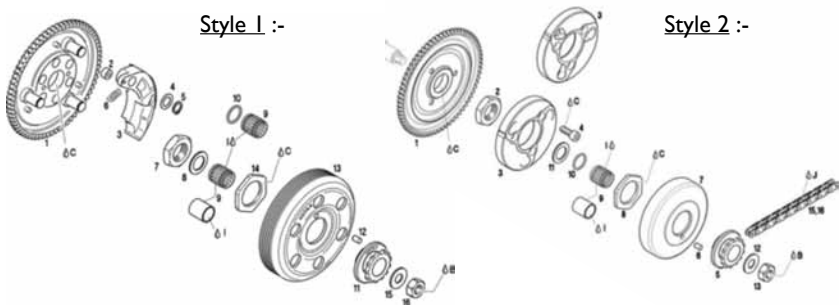
The identification code is 267915

N12.7 **CLUTCH:** Sealed needle cage bearing (15x19x17, Rotax # 632415) and O-ring (12x2.5, Rotax # 950815) must be fitted when using the 12 tooth (or greater) sprocket for either style clutches. For 11 tooth sprocket, plain bearing (15x17x20, Rotax # 233850) must be fitted without any O-ring.

There are two styles of clutch permitted.

Style 1 – uses starter gear assembly (Rotax # 634908 or # 634909) with flyweights and drum (Rotax # 659152, # 659153 or # 659154). Clutch support plates (Rotax # 251675 and # 251676) may be fitted.

Style 2 – uses starter gear assembly (Rotax # 434840) with centrifugal clutch (Rotax # 659902 or # 659907) and clutch drum (Rotax # 659930). It is mandatory to fit the balance gear set (Rotax # 234436) if this style clutch is used.



N12.8 **CYLINDER BASE GASKETS:** Genuine Rotax FRI 25 gaskets only.

N12.9 **SQUISH GAP:** 1.00 mm - 1.50 mm

The squish gap must be measured with a suitable vernier and by using a minimum 2 mm flux cored solder. The crankshaft must be turned by hand slowly over TDC (top dead center) to squeeze the tin wire. The squish gap must be measured on the left and right side in the direction of the piston pin. The average value of the two measurements counts.

N12.10 **COMBUSTION CHAMBER INSERT:** Cast identification code must to be either: "223389" or "223389 1" or "223389 2". Cast wording "Rotax" and/or "Made In Austria" must be shown. No welding nor machining of this part is allowed.

Combustion chamber insert must conform to KartSport New Zealand Tech gauge. Carbon deposits can be removed before using the gauge.

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N12.11 **CYLINDER:** Cylinder must be marked with identification code 223993, 223996 or 223997.

Height of cylinder has to be 87 mm $-0.1 / +0.1$ mm (NO MACHINING ALLOWED).

All transfer ports and passages are cast finish except some pre-existing, factory removal of flashing from the inlet and exhaust port and passages [the factory grinding is clearly definable, no other modifications are acceptable]. All ports have chamfered edges to prevent ring snagging. Any additional machining unless otherwise specified is not permitted. Any re-plating of cylinder is not allowed. Maximum bore of cylinder = 54,035 mm (measured 10 mm \pm 2 mm above the exhaust port).

The "exhaust port timing" (distance from the top of the cylinder to the top of the exhaust port) has to be checked by means of the template (ROTAX part no. 277 397) or a Kartsport New Zealand equivalent.

Insert the template into the cylinder, that the template is touching the cylinder wall and that the finger of the template is located in the middle of the exhaust port (highest point). Move the template upwards, until the finger is touching the top edge of the exhaust port. Insert a feeler gauge between the top of the cylinder and the template. It must not be possible to fit the feeler gauge specified below.

125 MAX: 0,75 mm

NOTE: Take care to use the corresponding gauge (MAX) of the template for the respective cylinder!

Cylinders with an OEM machined exhaust sealing surface are permitted

N12.12 **MAIN BEARINGS:** Main bearings to be the same size and style as the original bearings. Replacement of the 13 roller big end bearing with a 16 roller big end bearing is acceptable.

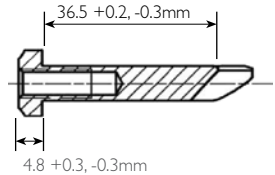
N12.13 **SPARK PLUG:** Shank length shall be 20mm maximum (Rule N1.27). Original washer must be used.

N12.14 **EXHAUST POWER VALVE:** Must be as supplied by the manufacturer with no modification allowed. The compression spring must be fitted. Any external adjustment to the power valve once the engine is running is illegal. The large bellow retaining spring must be fitted. The fitment of the large bellow retaining spring (Rotax Part Number 939280 HOSE SPRING 134-3,0-0,65) is permitted.

The fitment of an additional small spring on the bellows (Rotax #838225) is a permitted option. The Distance from mounting face to piston is checked with Rotax Exhaust Port Gauge 277030.

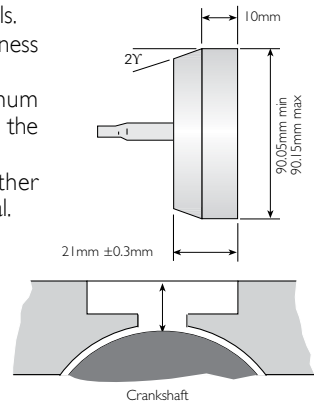
When the piston is completely covering the exhaust port, it must be possible to insert the exhaust valve gauge (ROTAX part no. 277 030) until it stops at the surface of the cylinder (it must not be possible to fit a feeler gauge of 0.05 mm between the gauge and the machined face).

The exhaust valve is 36.5 mm $+0.20$ mm -0.30 mm. Width of collar is 4.8 mm \pm 0.3 mm



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- N12.15 **EXHAUST SYSTEM:** Must be as supplied and cannot be modified except for the addition of brackets to allow easy fitting, replacement of the silencer absorption material and the fitting of an exhaust temperature gauge thermocoupling. Standard engine/pipe coupling must be used. The silencer end cap may be secured with pop rivets or screwed. The exhaust system may be welded for repair purposes. The weld must not exceed more than half the exhaust's circumference at the point of the weld. It is permitted to paint the exhaust system with black paint. The use of any other coating or plating is not allowed. The improved baffle cover (Part #273092), with 10 welding spots, is permitted. The use of maximum 4 pieces of original ROTAX exhaust springs to fix the exhaust to the cylinder is allowed. (no safety wire allowed in exhaust flange area). New type exhaust system Rotax #273076 is a permitted option. The use of the Retrofit Kit Steel Isolating Mat, Rotax # 297983 is not permitted.
- N12.16 **BATTERY:** As per Rule K1.37. Only one 12v battery is permitted.
- N12.17 **INTERNAL ADDITIONS:** No additional material may be added except in the case of engine repairs and shall only restore the engine or components to original specifications with the exception of the Gilnil coating of the cylinder where re-plating is not allowed.
- N12.18 **LEGAL ADDITIONS:** Limited to chain guard, motor mount, temperature gauge, tachometer/hour meter, starter motor support brackets and an additional earth wire on the coil.
- N12.19 **NON-TECH ITEMS:** Fasteners, circlips, washers, spark plug caps and exhaust retaining springs.
Bush for 11-tooth sprocket.
The starter motor shall be installed as originally supplied and be operable, but may be repaired and its parts not subject to technical inspection.
- N12.20 **RADIATOR COOLANT:** (Rule L6.3)
- N12.21 **REED VALVE ASSEMBLY:** The reed valve assembly is marked with the name Rotax and identification code 224387 or 224389.
It is equipped with 2 reeds, each having 3 petals.
- N12.22 **REED VALVES:** Genuine Rotax valves only, thickness $0.60\text{mm} \pm 0.08\text{mm}$.
- N12.23 **REED VALVE METAL STOPS:** The maximum allowable width between the inside faces of the two metal reed valve stops is 22.0mm.
- N12.24 **BALANCE SHAFT:** Balance shafts with either identification code 237945 or 237949 are legal.
- N12.26 **CRANK SHAFT:**
- N12.27 **CRANKCASE DECK HEIGHT**
Crankcase to crankshaft.
24.10mm min,
24.40mm max.
- N12.28 **CON ROD:** Con rods, Rotax #365 and #367 may be fitted.
- N12.29 **CRANKCASE:**
Factory machining of the crankcase for conrod clearance is permitted



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Max Dia 92.50mm

Max depth on pickup side 10.80mm

Max depth on clutch side 8.80mm

N12.30 **BALANCE DRIVE:** Balance gears must be installed and must be aligned according to the instruction in the repair manual. New balance gear set (Rotax #234436) is a permitted option.

N12.31 **IGNITION SYSTEM:** The casting of the ignition coil has to show the following in casting "129000-" and "DENSO". Ignition coil Rotax #265572 (black connector) or #265578 (green connector) permitted. Ignition coil must show 3 pins at the terminal. Ignition coil must be mounted to the original engine mounting points but rubber mounts are not required to be of original manufacture. Ignition coil must show 3 pins at the terminal.

N12.32 **PICK UP:** The pick up must be marked with the numbers 029600-0710, followed by a variable production code on the second line.

N12.33 **PISTON:** Piston crown contour must conform to KartSport New Zealand Tech gauge. Carbon deposits can be removed before using the gauge.

N12.34 **PISTON RING:** The ring must be original Rotax marked with part number 215547 or 215548.

N13 RAKET 120

N13.1 Rules for this class are under the control of KartSport New Zealand Executive. The KartSport New Zealand Executive reserves the right to alter the class specifications to ensure fairness of competition, safety and the wishes of the competitors. Only written submissions will be accepted for changes, with the Executive acting on them if considered necessary.

N13.2 **ENGINE:** The Raket 120 engine used in KartSport New Zealand events, unless otherwise specified, must be as per original manufacturer's specifications in regard to construction and surface finish of all components. Any engine which does not comply with these rules is deemed illegal and the competitor will be disqualified from the results of any and all competition in which the engine has been used. Unless otherwise specified a tolerance of 0.02mm will be given on all measurements. Glass, bead or sand blasting, shot peening, chemical or any other surface treatment that changes the surface appearance (internal or external) of the engine in any way shape or form is not acceptable. Temperature measuring devices are considered an illegal addition and therefore not allowed. All gaskets must be insitu. No chemical gaskets including sealants of any kind are allowed except for the single exhaust gasket which may be sealed. Any and all measurements given in these rules are for technical references only. Unless otherwise specified you must not machine any dimension to the measurements.

N13.3 **CRANKCASE:** The crankcase must be the same shape and form as shown in the original manufacturer's drawings. The measurements must not be changed. The part of the crankcase which surrounds the flywheel must also remain unchanged. No machining is allowed other than the original manufacturer's to fit the starter mechanism. The crankshaft seals are free with regard to brand name and are single lip seals with or without dust lip as long as the type and size remains the

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same as the original manufacture. The only crankshaft main bearings that can be used are SKF C3. The main bearings must be an interference fit in the crankcase as well as onto the crankshaft. With the retaining screws removed from the crankcase, clearances in the main bearings usually allow the case halves to be separated slightly using hand force. Separation of either or both case halves from the crankshaft using hand force only is not permitted and if possible, determines that the engine is illegal.

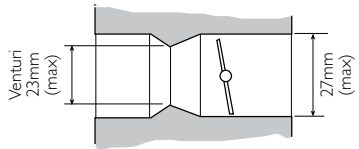
- N13.4 **CRANKSHAFT ASSEMBLY:** NO machining of any kind or any other modification of the crankshaft is allowed. The balance of the crankshaft may not be changed by removal, or addition of material by any means. The needle bearings in both ends of the connecting rod must be the same type as the original bearings (caged needle roller). The connecting rod must not be machined or modified in any way.
- N13.5 **CYLINDER:** The cylinder unless otherwise specified must not be modified or machined in any way shape or form. Deburring of the port or any edges is regarded as machining and therefore not allowed. Unless otherwise specified the original cylinder liner material including over spray must be insitu. Any re-plating of cylinder is not allowed. Cylinder base gasket sealing face to the lowest point of the combustion chamber - 83.55mm minimum. Cylinder base gasket thickness - 0.40mm minimum, 0.80mm maximum. Spark plug thread may be repaired with a coiled thread repair system (helicoil type) or steel thread insert but repair material must not protrude into the combustion chamber area. Exhaust header retaining lugs may be repaired by welding with aluminium but must be machined back to original dimensions.
- N13.6 **SPARK PLUG:** Any propriety brand spark plug to Nippon Denso W22M P-US specifications is allowed. The spark plug must have the spark plug manufacturer's sealing ring fitted and insitu. The spark plug must not protrude into the combustion chamber area more than 1 (one) thread with the sealing ring in place.
- N13.7 **PISTON:** The piston must be the original manufacturer's piston or a piston supplied as a spare part by Radne Motor AB. The piston crown must be flat with an arrow indicating the exhaust port side. The overall length of the piston must not be less than 51.40mm minimum. The piston crown control edge chamfer must not be more than 0.50mm maximum chord length. The piston skirt control edge must not be more than 0.50mm maximum chord length. The 2 (two) piston rings must be magnetic and of original manufacture and in situ. The hollow gudgeon pin must be magnetic and the same measurements as the original parts supplied by Radne Motor AB.
- N13.8 **ENGINE COWL:** The fan/pull start cowl is standard for the Raket 120 engine. The correct style of fan/pull start cowl for the version of ignition/start system for the engine must be used and must be fitted at all times. The pull start recoil spring, aluminium/nylon start rope disc, start rope and original start handle must be fitted and in situ at all times. The pull start pawls, pawl mounting bolts, springs and spacers may be removed. The later model nylon and aluminium cup type pull start unit must be fitted. The stainless steel cylinder cover is standard for the Raket 120 engine and must be fitted at all times. The cylinder cover may be repaired by welding or panel beating but must retain the original dimensions. Changes in any way to the air slots and or spark plug hole are not allowed.
- N13.9 **KILL SWITCH:** The cut out switch must be fitted (Rule K1.18).

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N13.10 IGNITION SYSTEM: The ignition system is a transistorised type which has been specially developed for the Raket 120 engine. The ignition stator assembly including the spark plug lead and cap must be that supplied by the original manufacturer for the Raket 120 engine. Any means or method taken to move the ignition system from its original position is illegal. Unless otherwise specified the flywheel must not be machined or modified in any way, shape or form and be the original type as supplied by Radne Motor AB. The flywheel may have up to a maximum of 2 (two) broken, damaged or missing fins. The width of the flywheel measured over the fan blades must not be less than 36.40mm minimum on the original pull start model, 33.25mm minimum on the pull start model with front mount coil and 40mm minimum on the electric start model. This measurement on the electric start model includes the ring gear. The flywheel overall diameter must not be less than 119.50mm minimum on the original pull start models, 113.50mm on the pull start model with front mounted coil and 113.50mm minimum on the electric start model. This measurement is taken on the machined faces. The flywheel key must be fitted and protrude into both the flywheel and crankshaft slots when installed. The key must not measure less than 2.95mm minimum, have parallel sides and must not be stepped. A lead for a rev counter may be attached to the outside of the spark plug lead provided that no modification takes place.

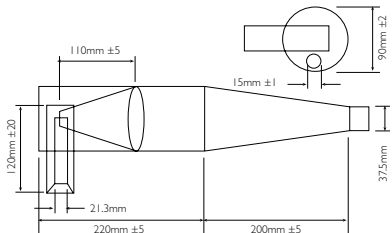
N13.11 INTAKE SILENCER ADAPTOR: Intake Silencer adaptor (Rule N1.25). Intake silencer must be fitted at all times and comply with Rule L5 Option A.

N13.12 CARBURETTOR: The single carburettor must be an original Walbro WG8 series and stock. No modifications are allowed unless otherwise specified. Fuel can only pass through the stock metering orifices. Any means taken to bypass fuel to the engine in any other manner is illegal, no matter how it is accomplished. The carburettor pumper face may be lapped. Necked spigot or button type metering diaphragm may be used. Inlet filter screen must be in situ – mesh size is non tech. Inlet spring is a non-tech item. The Walbro WG8 series fulcrum arm must be used. Arm height non tech, shape obligatory, contour non tech. Deburring is considered machining and therefore not allowed. Refer drawing of throttle venturi.



N13.13 CARBURETTOR MANIFOLD: The carburettor manifold must be the original type marked 5018948 and unless otherwise specified must not be machined in any way shape or form. Deburring is considered machining and therefore not allowed. It is permitted to lap the mounting surfaces of the manifold. Minimum length 29.1mm

N13.14 EXHAUST: The original exhaust header is the only header allowed and original dimensions must be retained. Only 1 (one) exhaust gasket of the original thickness can



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be fitted. The exhaust header may be repaired by welding of the original parts but, only to the original specifications. The exhaust header mounting holes may be drilled out to 6.2mm maximum diameter.

The exhaust pipe/muffler must be the original part as supplied by Radne Motor AB Part # 3012. The exhaust pipe/muffler body may be welded for repair purposes. The weld must not exceed more than half the exhaust's circumference at the point of the weld. The inlet end of the muffler may be repaired, but only to the original specifications. Refer drawing of pipe/muffler. The spacer between the header pipe and muffler may be replaced with a steel (magnetic) tube of the same diameters as the original spacer.

- N13.15 **CLUTCH:** The original clutch assembly as supplied by Radne Motor AB is the only clutch assembly allowed. No modifications to the clutch assembly or parts thereof are allowed. The clutch drum outside diameter must not be less than 87.00mm minimum. The clutch must have 3 (three) original springs insitu, The original springs are of 2.00mm minimum diameter wire with a minimum of 6 (six) active coils each.
- N13.16 **PISTON TO HEAD CLEARANCE:** The clearance between the lowest part of the combustion chamber and the piston crown with the piston at TDC must not be less than 1.25mm. The correct procedure will be, insert a length of flux cored solder minimum diameter 1.50mm in through the spark plug hole until the end is in contact with the cylinder wall (at any point around the cylinder). Rotate the piston past top dead centre. (The piston crown and combustion should compress the solder at TDC.) Remove the solder and measure the thickness at the most compressed point. The measurement must not be less than 1.25mm.
- N13.17 **NON-TECH ITEMS:** Unless otherwise specified, non-tech items include gaskets and threaded fasteners. Unless otherwise specified, non-tech items must be of similar shape, dimensions, manufacture and position as the original part. Exhaust header retaining bolts and nuts are non-tech with regard to type and size.
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N14 ROTAX FR125 JUNIOR MAX

N14.1 Engine Technical rules for this class are under the control of KartSport New Zealand Executive in conjunction with Rotax. The KartSport New Zealand Executive reserves the right to alter the class specifications to ensure fairness of competition, safety and the wishes of the competitors. Only written submissions will be accepted for changes, with the Executive acting on them if considered necessary.

N14.2 Engine: The only engine permitted in this class is the Rotax FR 125 Junior Max. The engine is a single cylinder, liquid cooled, reed valve 2 stroke.

UNLESS IT STATES THAT YOU CAN DO IT, YOU CANNOT.

- Unless otherwise specified filing, grinding, polishing, surface treating, machining or lightening of any component is expressly forbidden. All measurements given in these engine rules are for technical references only; you must not machine any parts to the dimensions given.
- The addition of material to any component is not allowed.
- Only genuine Rotax components that are specifically designed and supplied for the FR125 Junior engine may be used in or on the engine and its

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ancillaries, unless otherwise specified. The use of either "red" or "green" OEM gaskets is permitted.

- The engine is to be used with airbox, carburettor, fuel pump, radiator, wiring loom, ignition system, clutch and exhaust system as supplied by the manufacturer.
- Any type of ignition switch may be used; it must in no way enhance the ignition system.
- Position and method of mounting the battery, wiring loom, exhaust system and fuel pump are free provided they are securely fixed and comply with Kartsport New Zealand Sprint chassis (Rule K1).
- The ignition coil must be mounted in the original position as supplied by Rotax.
- The use of thermal barrier coatings/ceramic coatings on or in the engine or exhaust system is not allowed.
- Fitting of helicoil type thread repair inserts to repair damaged threads is allowed, providing such repairs are not used to derive any benefit other than rectification of damage.
- The use of ceramic / ceramic hybrid bearings or bearings containing any ceramic component, are not permitted.

NI4.3 RADIATOR: The radiator must be fitted to the right hand side of the engine using standard hoses and connections as supplied by Rotax.

Thermostats supplied by Rotax and fitted according to instructions supplied by Rotax can be used. Filing of the crankcase to allow easy fitting of the water connection is allowed.

Blanking of the radiator is allowed. (Rule K1.38)

The top water elbow attached to the radiator may be changed for a non-original fitting ie. Aeroquip type swivel fitting.

The use of repaired radiators is permitted.

NI4.4 AIR BOXES: Original air box and filter must be fitted and used. The only allowable modification is the drilling of an 8mm (maximum) drain hole. The genuine Rotax air box mounting bracket does not have to be used, but the air box must be mounted as close as practicable to the original vertical position with the inlet tubes underneath.

An M8 size grub screw must be used to create an airtight seal to the factory embossment hole in the late model airbox top cover.

The Rotax Max intake silencer, made up of all of the following Rotax Part Numbers, is a permitted option:

225015 intake silencer case bottom

225025 intake silencer case top

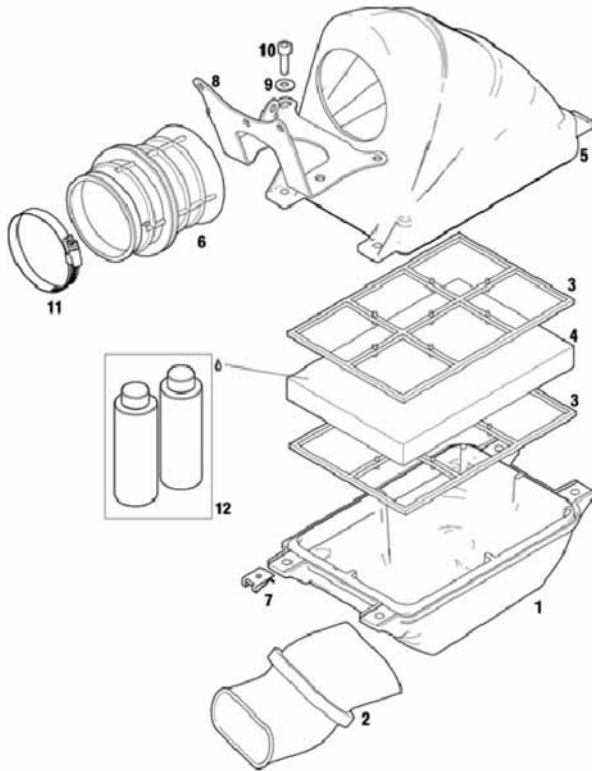
225051 filter element

251720 support bracket

4 x 242141 nut M6

AIR BOX: Intake silencer with integrated, washable air filter must be used with all parts as shown in illustration and must be mounted on the support bracket with two screws (in dry and wet race condition). Intake silencer case bottom is marked on the inside with the ROTAX part no. 225 015. Intake silencer case, top is marked on the inside with the ROTAX part no. 225 025. Either fine or coarse genuine air filter mediums must be installed as shown in illustration.

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**NOTE: Implementation: 1-4-11 for all permitted events (Groups A to E)
1-12-12 for Club Day events (Group E). Old style remains optional until this date.**

N14.5

CARBURETTOR: Dellorto models VHSB34QD or VHSB34QS only. All parts used in or on these carburettors must be original parts as supplied for the Series 1 or Series 2 VHSB34QD or VHSB34QS. All parts must be fitted as per the original location and are not to be modified in any way unless otherwise specified. VHSB34 is cast on the carburettor housing and the number 40 is cast on the top of the throttle slide. QD or QS is stamped on the carburettor housing. The float arm must be for the Dellorto models VHSB34QD or VHSB34QS, arm. Height non tech, shape obligatory, contour non tech Bore/Throat to remain as cast. Slide must not be modified in any way from original manufacture. The only carburettor needles permitted are K27, K54 or K98.

Following two combinations of floats and idle jets are legal:

Combination 1:

- Floats marked with "gr 5.2"
- Idle jet stamped with the digits "30"
- Idle jet insert stamped with the digits "30"

Combination 2:

- Floats marked with "gr 3.6"
- Idle jet stamped with the digits "60"
- Idle jet insert stamped with the digits "60"

Start jet stamped with the digits "60"

Series 1 atomiser (without cut away)

Series 2 atomiser (with cut away)

N14.6 **INLET MANIFOLD:** Inlet manifold is marked with the name Rotax.

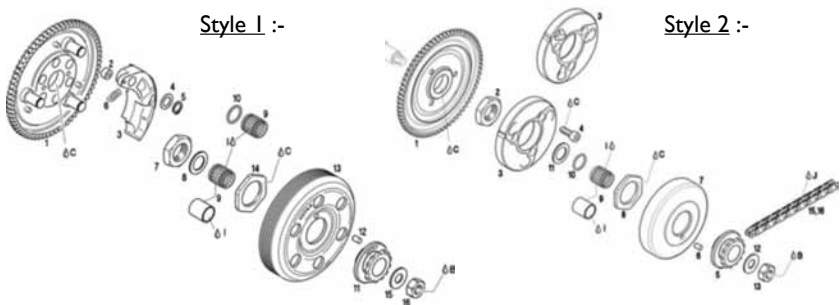
The identification code is 267915

N14.7 **CLUTCH:** Sealed needle cage bearing (15x19x17, Rotax # 632415) and O-ring (12x2.5, Rotax # 950815) must be fitted when using the 12 tooth (or greater) sprocket for either style clutches. For 11 tooth sprocket, plain bearing (15x17x20, Rotax # 233850) must be fitted without any O-ring.

There are two styles of clutch permitted.

Style 1 – uses starter gear assembly (Rotax # 634908 or # 634909) with flyweights and drum (Rotax # 659152, # 659153 or # 659154). Clutch support plates (Rotax # 251675 and # 251676) may be fitted.

Style 2 – uses starter gear assembly (Rotax # 434840) with centrifugal clutch (Rotax # 659902 or # 659907) and clutch drum (Rotax # 659930). It is mandatory to fit the balance gear set (Rotax # 234436) if this style clutch is used.



N14.8 **CYLINDER BASE GASKETS:** Genuine Rotax FRI 25 gaskets only.

N14.9 **SQUISH GAP:** Squish gap 1.20mm – 1.80mm. The squish gap must be measured by a suitable vernier and by using a minimum 2.0mm flux cored solder. The crankshaft must be turned by hand slowly over TDC (top dead centre) to squeeze the solder. The squish gap must be measured on the left and right side in the direction of the piston pin. The average value of the two measurements counts.

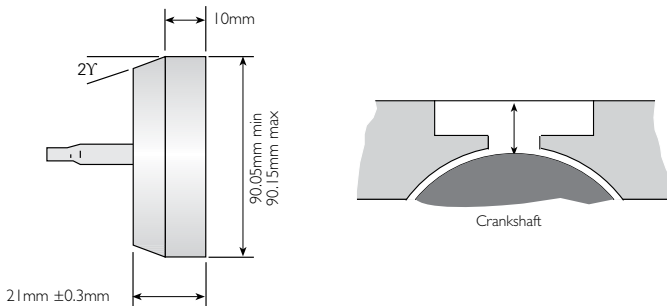
N14.10 **COMBUSTION CHAMBER INSERT:** Cast identification code must to be either: "223389 1" or "223389 2". Cast wording "Rotax" and/or "Made In Austria" must be shown. No welding nor machining of this part is allowed. Combustion chamber insert must conform to KartSport New Zealand Tech gauge. Carbon deposits can be removed before using the gauge.

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- N14.11 **CYLINDER:** Cylinder must be marked with identification code 223994, 223998 or 223999.
Height of cylinder has to be 87 mm -0.1 / +0.1 mm (NO MACHINING ALLOWED).
All transfer ports and passages are cast finish except some pre-existing, factory removal of flashing from the inlet and exhaust port and passages [the factory grinding is clearly definable, no other modifications are acceptable]. All ports have chamfered edges to prevent ring snagging. Any additional machining unless otherwise specified is not permitted. Any re-plating of cylinder is not allowed. Maximum bore of cylinder = 54,035 mm (measured 10 mm +/- 2 mm above the exhaust port).
The "exhaust port timing" (distance from the top of the cylinder to the top of the exhaust port) has to be checked by means of the template (ROTAX part no. 277 397) or a Kartsport New Zealand equivalent.
Insert the template into the cylinder, that the template is touching the cylinder wall and that the finger of the template is located in the middle of the exhaust port (highest point). Move the template upwards, until the finger is touching the top edge of the exhaust port. Insert a feeler gauge between the top of the cylinder and the template. It must not be possible to fit the feeler gauge specified below.
125 Junior MAX: 0.90mm for cylinders 223999 and 223998
1.10mm for cylinder 223994
NOTE: Take care to use the corresponding gauge (Junior MAX) of the template for the respective cylinder!
Cylinders with an OEM machined exhaust sealing surface are permitted
- N14.12 **MAIN BEARINGS:** Main bearings to be same size and style as the original bearings.
Replacement of the 13 roller big end bearing with a 16 roller big end bearing is acceptable.
- N14.13 **SPARK PLUG:** Shank length shall be 20mm maximum (Rule N1.27). Original washer must be used.
- N14.14 **EXHAUST SYSTEM:** Must be as supplied and cannot be modified except for the addition of brackets to allow easy fitting, replacement of the silencer absorption material and the fitting of an exhaust temperature gauge thermocoupling. Standard engine/pipe coupling must be used. The silencer end cap may be secured with pop rivets or screwed. The exhaust system may be welded for repair purposes. The weld must not exceed more than half the exhaust's circumference at the point of the weld. It is permitted to paint the exhaust system with black paint. The use of any other coating or plating is not allowed. The improved baffle cover (Part #273092), with 10 welding spots, is permitted. The use of maximum 4 pieces of original ROTAX exhaust springs to fix the exhaust to the cylinder is allowed. (no safety wire allowed in exhaust flange area). New type exhaust system Rotax #273076 is a permitted option. The use of the Retrofit Kit Steel Isolating Mat, Rotax # 297983 is not permitted.
- N14.15 **BATTERY:** As per Kartsport New Zealand Rule K1.37. Only one 12v battery is permitted.

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- N14.16 **INTERNAL ADDITIONS:** No additional material may be added except in the case of engine repairs and shall only restore the engine or components to original specifications with the exception of the Gilnil coating of the cylinder where re-plating is not allowed.
- N14.17 **LEGAL ADDITIONS:** Limited to chain guard, motor mount, temperature gauge and tachometer/hour meter; starter motor support brackets and an additional earth wire on the coil.
- N14.18 **NON-TECH ITEMS:** Fasteners, circlips, washers, spark plug caps and exhaust retaining springs.
 Bush for 11-tooth sprocket.
 The starter motor shall be installed as originally supplied and be operable, but may be repaired and its parts not subject to technical inspection.
- N14.19 **RADIATOR COOLANT:** (Rule L6.3)
- N14.20 **REED VALVE ASSEMBLY:** The reed valve assembly is marked with the name Rotax and identification code 224387 or 224389.
 It is equipped with 2 reeds, each having 3 petals.
- N14.21 **REED VALVES:** Genuine Rotax valves only, thickness 0.60mm +/- 0.08mm
- N14.22 **REED VALVE METAL STOPS:** The maximum allowable width between the inside faces of the two metal reed valve stops is 22.0mm.
- N14.23 **BALANCE SHAFT:** Balance shafts with either identification code 237945 or 237949 are legal.
- N14.24 **CRANKSHAFT:**



- N14.25 **CRANKCASE DECK HEIGHT:**
 Crankcase to Crankshaft
 24.10mm min
 24.50mm max
- N14.26 **CON ROD:** Con rods, Rotax #365 and #367 may be fitted.
- N14.27 **CRANKCASE:**
 Factory machining of the crankcase for conrod clearance is permitted
 Max Dia 92.50mm
 Max depth on pickup side 10.80mm
 Max depth on clutch side 8.80mm

- N14.28 **BALANCE DRIVE:** Balance gears must be installed and must be aligned according to the instruction in the repair manual. New balance gear set (Rotax #234436) is a permitted option.
- N14.29 **IGNITION SYSTEM:** The casting of the ignition coil has to show the following in casting: "129000-" and "DENSO". Ignition coil Rotax #265572 (black connector) or #265578 (green connector) permitted. Ignition coil must show 3 pins at the terminal. Ignition coil must be mounted to the original engine mounting points but rubber mounts are not required to be of original manufacture.
- N14.30 **PICK UP:** The pick up must be marked with the numbers 029600-0710, followed by a variable production code on the second line.
- N14.31 **PISTON:** Piston crown contour must conform to KartSport New Zealand Tech gauge. Carbon deposits can be removed before using the gauge.
- N14.32 **PISTON RING:** The ring must be original Rotax marked with part number 215547 or 215548.
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N15 VORTEX ROK JUNIOR

- N15.1 The engine technical rules are under the control of the KartSport New Zealand Executive in conjunction with Vortex. The KartSport New Zealand Executive reserves the right to alter the engine specifications to ensure fairness of competition, safety and the wishes of the competitors. Written submissions for changes must be in writing, with the Executive acting on them if considered necessary.
- N15.2 The engine is a single cylinder, water-cooled, reed valve 2 stroke. The engine and its ancillaries may not be modified in any way and must conform to the official Vortex manufacturer's specifications and parts list, the engine must be raced in its standard form as manufactured by Vortex unless otherwise specified in these rules.
It is the competitor's responsibility to supply the manufacturer's specification papers for the engine, pipe, carburettor, ignition and ancillaries. The original parts of the engine must always be identifiable from the photographs, drawings and physical dimensions described on the manufacturer's specification papers.

UNLESS IT STATES THAT YOU CAN DO IT, YOU CANNOT.

- Unless otherwise specified filing, grinding, polishing, surface treating, machining or lightening of any component is expressly forbidden. All measurements given in these engine rules are for technical references only, you must not machine any parts to the dimensions given.
- The addition of material to any component is not allowed.
- Only genuine Vortex components that are specifically designed and supplied for the 125cc ROK Junior Engine may be used in or on the engine and its ancillaries, unless otherwise specified.
- The engine is to be used with carburettor, fuel pump, radiator, wiring loom, ignition system and exhaust system as supplied by the manufacturer and which comply with these specifications.
- Any type of ignition switch may be used, it must in no way enhance the ignition system.
- Position and method of mounting the battery, wiring loom, exhaust system

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and fuel pump are free provided they are securely fixed and comply with KartSport New Zealand Sprint chassis (Rule K1).

- The ignition coil must be mounted in the original position as supplied by Vortex
- The use of thermal barrier coatings/ceramic coatings on or in the engine or exhaust system is not allowed.
- Fitting of helicoil type thread repair inserts to repair damaged threads is allowed,, providing such repairs are not used to derive any benefit other than rectification of damage.

- N15.3 **RADIATOR:** The OEM Radiator must be used and may be mounted as per Rule K1.38. Thermostats may be used. Blanking of the radiator is allowed. (Rule K1.38)
- N15.4 **INTAKE SILENCER:** The intake silencer must be either previously CIK registered or CIK SA/09 or CIK SA/15 homologated and is obligatory. An internal air filter may be used and is compulsory in SA/09 or SA/15 silencers. Inlet hole size: 23.00 mm maximum. It is the competitor's responsibility to supply the Homologation form for the intake silencer.
- N15.5 **CARBURETTOR:** Dellorto model VSH30 only. VSH30 is cast on the carburettor body. Slide must not be modified in any way from original manufacture. All parts used in or on this carburettor must be genuine parts, listed for the Dellorto VSH30, that are not modified in any way.
- N15.6 **CLUTCH:** The OEM clutch must be used. Minimum weight 1.0 kg. To check the clutch engagement speed, place the kart on level ground. The kart must start to move under its own power before 4000 rpm is reached. Clutch slip will be checked on the Out Grid prior to racing. (Rule M2)
- N15.7 **CYLINDER HEAD VOLUME:** Minimum of 10cc using AKA cc plug as per KartSport New Zealand Rule M5 Cylinder head dimensions to Vortex Rok Junior specifications.
- N15.8 **PISTON TO HEAD CLEARANCE:** The clearance between the lowest part of the combustion chamber and the piston crown with the piston at TDC must not be less than 1.00mm. The correct procedure will be, insert a length of flux cored solder minimum diameter 1.50mm in through the spark plug hole until the end is in contact with the cylinder wall (at any point around the cylinder). Rotate the piston past top dead centre. (The piston crown and combustion chamber should compress the solder at TDC.) Remove the solder and measure the thickness at the most compressed point. The measurement must not be less than 1.00mm.
- N15.9 **CYLINDER:** All ports and passages are cast finish except some removal of flashing from inlet port and passages. All ports have chamfered edges to prevent ring snagging. Any additional machining unless otherwise specified is not permitted. Dimensions including max bore size of 54,28 mm (measured 10 mm +/- 2 mm above the exhaust port) to Vortex Rok Junior specifications.
- N15.10 **CYLINDER BASE GASKETS:** Must be of OEM origin.
- N15.11 **MAIN BEARINGS:** Main bearings to be same size and style as the original bearings. Main bearings must be an interference fit on the crankshaft and in the crankcase housing.
- N15.12 **SPARK PLUG:** Shank length shall be 20mm maximum (Rule N1.27). Original washer must be used.

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- N15.13 **EXHAUST SYSTEM:** Must be Rok Junior pipe part # 10901 and silencer part # 10900. These parts cannot be modified except for the addition of brackets to allow easy fitting, replacement of the silencer absorption material and the fitting of an exhaust temperature gauge thermo-coupling. OEM exhaust header as per Vortex Rok Junior specifications must be used. It is permitted to paint the exhaust system with black paint. The use of any other coating or plating is not allowed.
- N15.14 **BATTERY:** As per Kartsport New Zealand Rule K1.37. Only one 12v battery is permitted.
- N15.15 **INTERNAL ADDITIONS:** No additional material may be added except in the case of engine repairs and shall only restore the engine or components to original specifications.
- N15.16 **LEGAL ADDITIONS:** Limited to chain guard, motor mount, temperature gauge and tachometer/hour meter, starter motor support brackets and an additional earth wire on the coil.
- N15.17 **NON-TECH ITEMS:** Fasteners, circlips, washers, spark plugs and spark plug caps and exhaust retaining springs.
- N15.18 **RADIATOR COOLANT:** (Rule L6.3)
- N15.19 **REED VALVE PYRAMID CONVEYOR:** Either 2003 type or 2004 type may be used. Dimensions as per Vortex Rok Junior specifications.
- N15.20 **REED VALVES:** Genuine Standard Type (not carbon type) Vortex Rok Junior reed valves only, thickness 0.30mm + 0.03mm.
- N15.21 **IGNITION SYSTEM:** PVL digital COD 500.177.
- N15.22 **PORT TIMING:** Reading by means of a graduated gauge of at least 200mm diameter or by use of a digital device. Choice of method at the discretion of the Technical Officer. Readings must comply with the manufacturer's specification papers.
- N15.23 **PISTON:** OEM to Vortex Rok Junior specifications. Either 2003 type (high ring) or 2004 type (low ring) may be used. Minimum weight 125g plus or minus 10g.
- N15.24 **CONROD:** OEM to Vortex Rok Junior specifications. Weight 130g plus or minus 10g.
- N15.25 **CRANKCASE:** Dimensions as per Vortex Rok Junior specifications.
- N15.26 **CRANKSHAFT ASSEMBLY:** Dimensions as per Vortex Rok Junior specifications. Assembled weight 2175g plus or minus 110g.
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SECTION P

P EVENTS

PI NATIONAL & ISLAND SPRINT CHAMPIONSHIPS

NOTE: This race format can also be used for other sprint events.

PI.1 **ALLOCATION:** National Sprint Championships are contested in the ratio two in the North Island to one in the South Island. KartSport New Zealand will allocate hosting rights for the event based on its roster. The North and South Island Championships are contested in their respective Island. KartSport New Zealand will allocate hosting rights for these events based on its roster.

PI.2 **EVENT FORMAT:** The event will consist of 2 Time Trials, a Repechage race (if required), 2 Heats, a Pre-Final and a Final. The electronic timing/lap scoring system will be used. The traditional lap scoring system must be maintained and will be definitive in the case of a dispute. In the event of a total timing equipment failure, Time Trials will be cancelled and the grid for the Pre-Final will be established using a two heat predetermined grid system.

PI.3 **TIME TRIALS:** Two 5-minute sessions. Competitors may choose either or both Time Trial sessions to qualify in. If not previously sealed/marked, competitor's tyres, chassis and engine(s)/carburettor(s)/ exhaust(s)/etc will be marked at the end of the first Time Trial contested. Any kart which crosses the line of the Out Grid exit gate to the circuit will be deemed to have started the Time Trial. Karts must enter the Pit Shute from the track end in order to have this marking applied by Officials. No pitting or outside assistance (except for controlled outside assistance to Cadets and Junior Restricted 100cc Yamaha class competitors who have spun out) is allowed during the Time Trials.

A minimum of 30 minutes gap must be allowed between the start of each Time Trial. The timing and length of Time Trials will be managed by the Official Timekeeper. The Time Trial period will begin when the first kart is recorded as having commenced its first timed lap. Karts which commence their final lap before the end of the 5 minute period will have their final lap recorded.

Where the number of entries exceed the track limit the field will be divided into two equal sized groups (Group 1 and Group 2) for the Time Trial sessions. Groups will be established by placing the competitor with the lowest race number on the confirmed numerical order entry list in Group 1, the second lowest in Group 2, the third lowest in Group 1, etc.

Competitors using NZ, NI, SI or NS plates will be placed at the beginning of the confirmed entry list respectively. Competitors may only qualify in their respective Group Time Trial sessions. Changing Group is not permitted.

The list of qualifiers will be established by combining the results of both Time Trials from each Group by seeding the Group with the fastest time on the odd numbered grids and the other Group on the even numbered grids, fastest to the front. For Ties see below. Competitors are responsible for the secure attachment of transponders to their karts. Only times recorded using transponders will be permitted.

Karts which start the Time Trials but do not complete a timed lap will be permitted to start from the rear of the field. If several karts fail to complete a timed lap their grid positions will be determined by drawing lots.

PI.4 **REPECHAGE** (if required): If oversubscribed the top competitors from the Time Trial seeding take the front positions for the Heats leaving the rear 6 grids free. The

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- remaining competitors, up to the track limit, contest a Repechage race to determine the remaining 6 grid positions. Repechage grided as per Groups from Rule P1.3. The winner of the Repechage takes the first available grid, 2nd takes the next etc.
- PI.5 **HEATS:** 2 Heats. The starting grids for the two Heats will be established and grided as per the result of the Time Trials. ie. fastest qualifier to front for both Heats. Points: 0 points for 1st, 2 points for 2nd, 3 points for 3rd, 4 points for 4th, etc.
- PI.6 **PRE-FINAL:** Grided lowest points to the front. Qualifying Heat points are dropped.
- PI.7 **FINAL:** Grided from the results of Pre-Final with winner to the front etc. Competitor(s) eligible to start the Pre-Final but who were deemed DNS in the Pre-Final may start the Final. Grid position(s) for DNS competitor(s) for the Final will be behind all other competitors (See P.10 ref DQ) who started the Pre-Final and in the same relative order as for the Pre-Final grid. The winner of the Final is the Championship winner (subject to Technical Inspection).
- PI.8 **NON STARTER (DNS):** Is any competitor who does not take the start of a race. Points awarded for Heats will be number of confirmed entries plus 1. Start is determined as being recorded as crossing the Start Line at the start of the race.
- PI.9 **FINISHER:** (Rule J2.21)
- PI.10 **DISQUALIFICATION (DQ)**
Time Trial: No time awarded for respective Time Trial. If disqualified from both Time Trials start Heats (and Repechage if run) at rear of the field. Not permitted to start Repechage if Repechage is oversubscribed.
Repechage: Not permitted to start Heats.
Heats: Awarded number of confirmed entries +5.
Pre-Final: No result and starts the Final from the back of the grid behind competitors deemed DNS in the Pre-Final.
Final: No result. If for a technical infringement a competitor is removed from the results and all competitors move up.
- PI.11 **RACE DISTANCE:** Repechage and Heats: 5 km minimum. Pre-Final: 10 km minimum. Final: 15 km minimum.
- PI.12 **TIES:**
When using Time Trials
To decide Grid for Repechage and Heats: Use second best Qualifying time. Fastest to the front. If still equal toss a coin.
To decide Grid for Pre-Final: Use Qualifying times. Fastest to the front. If still equal toss a coin.
To decide result of Pre-Final: Use Qualifying times. Fastest to the front.
Result of Final: Drivers are equal.
- When using predetermined grids**
To decide Grid for Repechage and Heats: Use highest place. If still equal toss a coin.
To decide Grid for Pre-Final: Use highest place in heats. If still equal toss a coin.
To decide result of Pre-Final: Use highest place in heats. If still equal toss a coin.
Result of Final: Drivers are equal.

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PI.13 **ENTRY FEE:** \$128.00 (incl GST) per class. Note: An Ambulance Fee, Security, Tyre and Fuel Testing Levy, if applicable, are in addition to this fee.

Maximum trailer site for duration of event (6x4 m approx.) \$36
(6x6 m approx.) \$46

PI.14 **CLASSES FOR NATIONAL AND ISLAND SPRINT KART CHAMPIONSHIPS:
OPTION 1**

Day 1:

Time Trials and Repechages (if required) for all classes

Day 2:

Cadet, Junior 100cc Yamaha, 125cc Rotax Max Light, 100cc Yamaha Heavy, KZ2, KF2

Day 3:

Junior Restricted 100cc Yamaha, KF3, Open, 125cc Rotax Max Heavy, 100cc Yamaha Light.

OPTION 2

Day 1:

Cadet, Junior Restricted 100cc Yamaha, KZ2, KF2.

Day 2:

Junior 100cc Yamaha, 100cc Yamaha Heavy, 100cc Yamaha Light.

Day 3:

KF3, Open, 125cc Rotax Max Heavy, 125cc Rotax Max Light

PI.15 **CLOSING DATE FOR ENTRIES:** the Closing Date for entries will be no later than 28 days prior to the first day of the event. The host Club may accept Late Entries at its discretion, however Rule Q2 and Q3 will be applied based on the entries received by the Closing Date. The host Club must publish, in the Entry Form, the last date and time that Late Entries will be accepted.

PI.16 **PROGRAMME**

OPTION 1

Day 1 Confirmation of entry.

Check Supplementary Rules for official time period. Often the previous day. Scrutineering for all classes

Morning:

5 minute Tuning Run(s) for Saturday classes. (Transponders must be fitted to karts prior to Tuning Run(s)).

Time Trials for Saturday classes

Repechage Races for Saturday classes (if required)

Afternoon:

5 minute Tuning Run(s) for Sunday classes. (Transponders must be fitted to karts prior to Tuning Run(s)).

Time Trials for Sunday classes

Repechage Races for Sunday classes (if required)

Day 2

Minimum of 1 five minute Tuning Run for Saturday classes. (Transponders must be fitted to karts prior to Tuning Run(s)).

Heats

Pre-Finals

Finals

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Podium presentations after each Final (if time allows)

Technical inspection of engines, etc.

Confirmation of results.

Day 3

Minimum of 1 five minute Tuning Run for Sundayclasses. (Transponders must be fitted to karts prior to Tuning Run(s)).

Heats

Pre-Finals

Finals

Podium presentations after each Final (if time allows)

Technical inspection of engines, etc.

Confirmation of results.

OPTION 2

Each Day

Confirmation of entry. (Check Supplementary Rules for official time period. Often the previous day).

Scrutineering for all classes

Minimum of 1 five minute Tuning Run. (Transponders must be fitted to karts prior to Tuning Run(s)).

Time Trials

Repechage(s) (if required)

Heats

Pre-Finals

Finals

Podium presentations after each Final (if time allows)

Technical inspection of engines, etc.

Confirmation of results.

Prizegiving in Club rooms.

PI.17 **ELIGIBILITY:** Only the following are permitted to enter:

- KartSport New Zealand Licence holders with appropriate rating.
- Australian Karting Association Licence holders with a valid Trans Tasman visa.
A or B AKA Sprint rating only.

PI.18 **TRACK AVAILABLE FOR TESTING:** As defined in Rule R3.10. The host club must make its track available, for testing purposes, for a minimum of 2 days for 6 hours minimum per day immediately prior to Day 1 of the event. Rule R3.10 - General, must be obeyed. Details regarding this testing must be stipulated in the Supplementary Rules. The host Club is permitted to charge a maximum testing fee of \$10 per day per competitor.

PI.19 CHASSIS MANUFACTURERS CHAMPIONSHIP NATIONAL SPRINT ONLY

The National Chassis Manufacturers Championship – Sprint will be decided as follows:

Points will be awarded to the first six in each class contested as follows:

1st = 10, 2nd = 6, 3rd = 4, 4th = 3, 5th = 2, 6th = 1.

The manufacturer with the greatest number of points accumulated at the event will be declared the Manufacturers Champion.

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Ties. The manufacturer with the most class victories wins. If equal the most second places wins, etc.
KartSport New Zealand will provide a Challenge Cup and a keepsie miniature to be awarded to the manufacturer or their authorised NZ representative(s).

P2 NATIONAL SCHOOLS CHAMPIONSHIPS

P2.1 **ALLOCATION:** To be contested on an annual basis on an approved sprint circuit with a minimum of a B Track Rating. The event should preferably be held during the school holidays and/or during Summer or Winter Secondary Schools Tournament Weeks. The event must avoid dates during Term 4 and dates within 15 days either side of the National Sprint Championships. Applications to hold this event must be made to the KartSport New Zealand Executive by 1 May of the year prior. (For an application to be considered it must include the permit application, draft entry form and a proposal document including an endorsement from a nominated co-host Secondary School.) The KartSport New Zealand Executive will determine the host club at the first executive meeting after the closing date.

NOTE: The host club will be required to work in association with KartSport New Zealand's Schools Championships Co-ordinator regarding planning, promotion and use of the New Zealand Secondary Schools Sports Council (NZSSSC) mailing list to Secondary Schools.

P2.2 **THE TITLES:** Individual class winners will become the National Schools Champion for their respective class. Winning School Teams will become the National School Teams Champion in each of two sections respectively: Primary/ Intermediate and Secondary.

P2.3 **EVENT FORMAT:**

First 4 heats, predetermined grid system.

5th heat, lowest points to the front.

Driver's worst performance is now dropped and the class championship decided over best 4 heats.

The National Points system is:

1 point for	1st
2 points for	2nd
3 points for	3rd, etc

P2.4 **NON STARTER (DNS):** Is any competitor who does not take the start of a race. Points awarded for Heats will be number of confirmed entries plus 1. Start is determined as being recorded as crossing the Start Line at the start of the race.

P2.5 **FINISHER:** (Rule J2.21)

P2.6 **DISQUALIFICATION (DQ):** Number of confirmed entries plus 5. A disqualification can not be dropped as the worst performance. The next worst race has to be selected as the dropped heat. When a driver is disqualified in a heat, his/her race result is to be disregarded and all competitors move up. For overall results when drivers are disqualified for technical infringements etc, the driver is withdrawn from the final result only and all competitors move up. (Disqualified drivers are not taken out of the 5 heats.)

P2.7 **CLASS TIE:**

To separate a tie, this applies for drawing up grids for the fifth heat, (worst performance is not dropped at this point).

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- a) The driver with the highest placings beats the other driver.
- b) If the drivers are still equal, highest placing in the 4th heat beats the other driver.

To Separate a Tie when attaining the Final Result:

- a) The driver with the highest placings in the counting races beats the other driver.
- b) If both drivers are still equal, the highest placing in their dropped race wins.
- c) If both drivers are still equal, the result is declared a draw.

P2.8 ENTRY FEES:

\$100.00 (incl GST) per individual per class.

\$5.00 (incl GST) per school team per section. (Team Entry fee is per Team, not per individual.)

Note: Entry Fee includes practice on the day immediately prior to the event. An Ambulance Fee, Security, Tyre and Fuel Testing Levy, if applicable, are in addition to these fees.

Maximum trailer site for duration of event (6x4 m approx.) \$36

(6x6 m approx.) \$46

- P2.9 **CLOSING DATE FOR ENTRIES:** The closing date for entries will be no later than 28 days prior to the first day of the event. The host club may accept late entries at its discretion. However Rule Q2 and Q3 will be applied based on the entries received by the closing date. The host Club must publish, in the Entry Form, the last date and time that Late Entries will be accepted.

- P2.10 **HEAT DISTANCE:** 5 km minimum.

- P2.11 **OVERSUBSCRIBED FIELDS:** When the entry exceeds the permitted number for the track, a 4 heat predetermined grid and final will be conducted. All entrants will contest 4 predetermined gridded races. At the conclusion points are added to give first to last. The top group to the track limit will contest the final of normal heat distance. Grid will be points leader on pole etc. To attain a result the driver's worst performance of the 5 heats is deleted. In working out the points for NON STARTERS and DISQUALIFICATIONS, take the number of entries in the largest heat to determine the confirmed entries.

- P2.12 **WORST PERFORMANCE:** This is determined as a driver's highest points excluding disqualifications.

- P2.13 **CLASSES FOR NATIONAL SCHOOLS CHAMPIONSHIPS:**

Cadet, Junior Restricted 100cc Yamaha, Junior 100cc Yamaha, Formula Junior, 100cc Yamaha Light, 100cc Yamaha Heavy, 125cc Rotax Max Light, 125cc Rotax Max Heavy. No support classes are to be contested.

- P2.14 **ELIGIBILITY:** Competitors must comply with the following in order to be eligible to compete:

Only the following are permitted to enter:

- KartSport New Zealand Licence holders with appropriate rating.
- Enrolled full-time at school and
- In Year 9 or above (if competing for Secondary School) and
- Under 19 years of age on 1 January in the year of competition.
- Or attending full time Primary (Year 1 to Year 6) or Intermediate (Year 7 and Year 8).

Each Entry Form must include the signature of the competitor's respective School Principal or Sports Co-ordinator.

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Competitors must hold a minimum of a "B" rated Sprint Licence.

NB: Competitors must advise their School of their participation in this Schools sanctioned event. This means they will not be marked as absent on the days away but rather "E'd" as a school approved sports event.

P2.15 **TROPHIES:** KartSport New Zealand will be responsible for both the individual 1st place class challenge trophies and the schools section team 1st place challenge trophies. The host Club must provide keepsie trophies to at least 6th place in each class plus two keepsie trophies for the winning school in each section. The total value of the keepsie trophies must be at least equal to 20% of the total individual and team entry fees received. Proof may be requested.

P2.16 **INTER-SCHOOL TEAMS COMPETITION:** Competitors will nominate their school, team mates and year at time of entry. Each competitor will then be classified into one of the two sections, Primary/Intermediate (Years 1-8) and Secondary (Years 9+). School teams in each section will consist of all competitors from the same school. (See below ref Primary/Intermediate Composite Teams). Teams must consist of two or more competitors. Team members may compete in different classes and in more than one class.

PRIMARY/INTERMEDIATE COMPOSITE TEAMS: Composite teams will be permitted only if:

- The Primary school is a recognised feeder school to the Intermediate school and this fact is recognized through both school principals signing the Entry Form as confirmation.

Note: Where a private school has both Primary and Intermediate pupils the team must consist of only pupils from that school.

- Only one Primary and one Intermediate school nominated for each composite team.
- All other eligibility rules regarding year; team mate nomination and attendance are met.
- The team will be called by a name that indicates that more than one school has contributed competitors.

The team results for each section will be decided as follows:

The two best placings achieved by each team's members will be added together and the team with the lowest total placings becomes the Inter Schools Team Champion for the section. Note: Best results from two competitors must be used, not results of same competitor in two classes.

TIE: In the event of a Tie the team with the best individual placing by a scoring team member wins. If still equal add the number of confirmed entries in each of the two team members scoring classes. The team with the largest number is declared the winner. If still equal declare a tie for the section.

Note: There will be on-going monitoring of the suitability of the inter-schools teams competition rules (based on experience gained as the event matures).

Bruce McLaren KartSport Award

The Bruce McLaren KartSport Award will be presented to the winners of the two classes with the highest entries. (Eligible classes: Junior 100cc Yamaha, Formula Junior, 100cc Yamaha Light, 100cc Yamaha Heavy, 125cc Rotax Max Light and 125cc Rotax Max Heavy)

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In the case of equal entry numbers the Award will be presented to the driver with the lowest points.

To receive a Bruce McLaren KartSport Award each winning driver must first produce a project on the career, achievements and values demonstrated by Bruce McLaren during his life and together with the assistance of the Bruce McLaren Trust and KartSport New Zealand, make a presentation of their project to their school peers. Once presented the project material will become the property of the Bruce McLaren Trust. This presentation must be made within 8 weeks of the event and the Award winning drivers will receive an appropriate Award Certificate once the project has been presented.

Award winning drivers must make themselves reasonably available to the Bruce McLaren Trust, Award sponsors and KartSport New Zealand for media and publicity purposes during the 12 months following the event.

Special prizes associated with these Awards may be subject to minimum age restrictions and other conditions.

P2.17 **ENTRY FORMS:** A standard KartSport New Zealand Entry Form must be used. The following must also appear on the entry form in order to comply with NZSSSC regulations.

SPARC: FairPlay is much more than something we see or do on the sports field. It's all about attitude – and the sporting environment we create for young people in which they can experience personal challenge and success. The simple message is 'Give it heaps but don't get ugly'.

FairPlay is: Respect - for the opposition, the officials and the rules of the game

Staying cool - no matter what happens

Dignity - in winning and losing

Keeping sport fun - it's why we do it

P2.18 **SCHOOL IDENTIFICATION:** All competitors are required to wear school apparel at the Prizegiving. Minimum requirement: School track suit or school sweatshirt or school T-shirt (plus cap if available).

School identification on karts and racing apparel is encouraged.

TIES (Explanation):

Highest placing means a 1st beats everything.

Compare the 2 drivers, and the one with the highest place beats the other. eg.

Driver (a) 6, 6, 5, 1 = 18

Driver (b) 2, 2, 12, 2 = 18

Driver (a) wins because he/she had a first.

Driver (a) 6, 4, 12, 3 = 25

Driver (b) 7, 3, 7, 8 = 25

Driver (a) wins, the 3rds cancel out, the 4th is best.

A placing is to be taken as points scored, a DS, DQ are classed as placings.

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P3 CIK TROPHY OF NEW ZEALAND

P3.1 **ALLOCATION:** To be contested on an approved sprint circuit between (inclusive) the first weekend of November and prior to 4 clear weekends of the NZ Sprint Championships. The date requested must take into account previously approved NZ and Island Road Championships. Applications to hold this event must be made to the KartSport New Zealand Executive by the date notified. The host Club must provide and run a Parc Ferme to the satisfaction of KartSport New Zealand. (For an application to be considered it must include the permit application, draft entry form and a proposal document including Parc Ferme plans). The KartSport New Zealand Executive will determine the host club at the first Executive Meeting after the closing date.

NOTE: As this format is to follow the CIK, KartSport New Zealand Executive will be empowered to make changes to the rules and regulations as they are introduced by CIK. The KartSport New Zealand Executive will also determine the timing for implementation of these changes.

P3.2 **TITLE:** There will be three New Zealand titles. These will be the CIK Trophy of New Zealand KF3 Champion, the CIK Trophy of New Zealand KF2 Champion and the CIK Trophy of New Zealand KZ2 Champion.

The titles will be awarded to the winners in each class respectively. Minimum entry to contest each class will be 8. Minimum number of CIK Trophy of New Zealand classes: 1 of 3.

P3.3 **SUPPORT CLASSES** (Challenge Cup): There is provision to include support classes (minimum 'B' rated drivers only) to the championship programme. This will be at the discretion of the National Steward.

Classes can be selected from the following list - Cadet, Junior Restricted 100cc Yamaha, Junior 100cc Yamaha, 100cc Yamaha Light, 100cc Yamaha Heavy, 125cc Rotax Max Light and 125cc Rotax Max Heavy.

P3.4 **TIME TRIALS:** Two 8 minute sessions. Competitors may choose either or both Time Trial sessions to qualify in. If not previously sealed/ marked, competitor's tyres, chassis and engine(s)/carburettor(s)/ exhaust(s)/etc will be marked at the end of the first Time Trial contested. Any kart which crosses the line of the Out Grid exit gate to the circuit will be deemed to have started the Time Trial. Karts must enter the Pit Shute from the track end in order to have this marking applied by Officials. No pitting or outside assistance (except for controlled outside assistance to Cadets and Junior Restricted 100cc Yamaha class competitors who have spun out) is allowed during the Time Trials.

A minimum of 30 minutes gap must be allowed between the start of each Time Trial. The timing and length of Time Trials will be managed by the Official Timekeeper. The Time Trial period will begin when the first kart is recorded as having commenced its first timed lap. Karts which commence their final lap before the end of the 8 minute period will have their final lap recorded.

Where the number of entries exceed the track limit the field will be divided into two equal sized groups (Group 1 and Group 2) for the Time Trial sessions. Groups will be established by placing the driver with the lowest race number on the confirmed numerical order entry list in Group 1, the second lowest in Group 2, the third lowest in Group 1, etc.

Competitors using NZ, NI, SI or NS plates will be placed at the beginning of the

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- confirmed entry list respectively. Competitors may only qualify in their respective Group Time Trial sessions. Changing Group is not permitted. The list of qualifiers will be established by combining the results of both Time Trials from each Group by seeding the Group with the fastest time on the odd numbered grids and the other Group on the even numbered grids, fastest to the front. For Ties see P3.8. Competitors are responsible for the secure attachment of transponders to their karts. Only times recorded using transponders will be permitted.
- Karts which start the Time Trials but do not complete a timed lap will be permitted to start from the rear of the field. If several karts fail to complete a timed lap their grid positions will be determined by drawing lots.
- P3.5 **NON STARTER (DS):** Is any competitor who does not take the start of a race. Points will be number of confirmed entries plus 1. Start is determined as being recorded at crossing the start line at the start of the race.
- P3.6 **FINISHER:** (Rule J2.21)
- P3.7 **DISQUALIFICATION (DQ)**
- | | |
|------------|---|
| Time Trial | Start the qualifying heats at the back of the grid. |
| Heats | Awarded number of confirmed entries +5. |
| Pre-Final | Start the Final from the back of the grid behind competitors deemed DNS in the Pre-Final. |
| Final | No result. |
- P3.8 **TIE**
- | | |
|------------|---|
| Time Trial | Use 2nd time. If still equal, toss a coin. |
| Heats | Use qualifying time, if still equal use 2nd qualifying time, if still equal the driver who beat the other driver twice. |
| Pre-Final | Use qualifying time, if still equal use 2nd qualifying time, if still equal the driver who beat the other driver twice in the qualifying heats. |
| Final | Drivers are equal. |
- P3.9 **OVERSUBSCRIBED CLASSES:** From qualifying, the field will be split up into A, B, C, D, etc. Fastest goes into A, 2nd fastest into B, 3rd fastest into C, 4th fastest into D, 5th fastest into A. The heats are then contested AvB, AvC, AvD, BvC, BvD, CvD. The highest group (A) has the pole side of the track in each heat.
- P3.10 **ENTRY FEE**
- CIK Trophy of NZ Classes** - \$128.00 (incl GST) per class. 50% of the entry fee will be paid to KartSport New Zealand. Note: An Ambulance Fee, Security, and Fuel Testing Levy, if applicable, are in addition to this fee.
- | | |
|--|----------------------|
| Maximum trailer site for duration of event | (6x4 m approx.) \$36 |
| | (6x6 m approx.) \$46 |
- Challenge Cup Classes** – Maximum of \$102.00 (incl GST) per class. \$41 of this fee will be paid to KartSport New Zealand. The remainder of the entry fee is retained by the host Club. Note: An Ambulance Fee, Security, Fuel and Tyre Testing Levy, if applicable, are in addition to this fee.
- | | |
|--|----------------------|
| Maximum trailer site for duration of event | (6x4 m approx.) \$36 |
| | (6x6 m approx.) \$46 |
- P3.11 **CLOSING DATE FOR ENTRIES:** The closing date for entries will be no later than 28 days prior to the first day of the event. The host club may accept late entries

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for support classes at its discretion. The host Club must publish, in the Entry Form, the last date and time that Late Entries will be accepted. (Refer Rule Q 2 and Q3.)

P3.12 **TROPHIES:** KartSport New Zealand will be responsible for the perpetual Challenge Cups for the nominated support classes (Rule Q4) and perpetual trophies for 1st to 3rd for all three CIK Trophy of New Zealand classes.

The host club must provide keepsie trophies to at least 6th place and must incur a cost of 30% of the total entry fee. Proof may be requested.

P3.13 **FORMAT**

Note: This will be brought closer to the CIK impound and Parc Ferme format as clubs rebuild facilities.

Transponders must be fitted as per Official Practice (Rule Q5).

Day 1

Scrutineering for Support Classes and CIK classes. (including ID of chassis, sealing of engines and allocation/marketing of tyres for CIK classes).

Official Practice for CIK and Support Classes.

Timing printouts must be posted,

Day 2

Scrutineering for Support Classes

1 tuning run per class

Time Trials

Timing printouts must be posted

Qualifying Heats

Day 3

1 tuning run per class

Qualifying Heats

Pre-Finals

Finals.

P3.14 **ELIGIBILITY:** Only the following are permitted to enter:

- KartSport New Zealand Licence holders with appropriate rating.
 - Australian Karting Association Licence holders with a valid Trans Tasman visa. A or B AKA Sprint rating only.
 - Holders of a CIK-FIA International Kart licence with a valid International Visa. International rating A, B, C or C Junior.
-

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P4 SUPERKART & GRANDS PRIX CHAMPIONSHIPS

P4.1 **ALLOCATION:** National Championships will alternate between the North and South Island and are voted on at the National Conference and will be contested between 01 November and 01 April. North and South Island Championships are contested in each respective island. Allocation of events will be made by a vote at the National Conference. The Superkart and Grand Prix events will be conducted on the same day on a MSNZ circuit only. Applicants must nominate their race dates to the National Conference.

P4.2 **EVENT FORMAT:** There are two separate events.

Superkart Championships. Time trial, 4 Heats.

SuperKart Grands Prix. One race gridded from above Time Trial.

Note: The SuperKart Grands' Prix and the SuperKart Championships are 2 separate events and therefore an entrant may change chassis, engine and or tyres for the Grand Prix but must advise the Chief Technical Officer who will mark or seal the changed components.

P4.3 **TIME TRIAL:** The timing and length of Time Trials will be managed by the Official Timekeeper. One 12 minute session. The Time Trial period will begin when the first kart is recorded as having commenced its first timed lap. Karts which commence their final lap before the end of the 12 minute period will have their final lap recorded. Competitor's tyres chassis and engine(s)/carburettor(s)/exhaust(s)/etc will be marked/sealed at the end of the Time Trial contested. Karts must enter the Pit Shute from the track end in order to have this marking/sealing applied by Officials. No pitting or outside assistance during the Time Trial. The Time Trial results will determine the grids for the first heat of the SuperKart Championship and the Grand Prix.

P4.4 **SUPERKART GRANDS PRIX :** These titles will be decided as follows:

One race only.

Rolling start: Grids to be determined from the time trials, fastest on grid 1 etc. Race distance 30 - 40km.

P4.5 **SUPERKART CHAMPIONSHIP** titles will be decided as follows:

Rolling Start. Heat distance 15 to 25km.

Four heats (drop worst performance):

Heat 1 fastest to front (from Time Trials),

Heat 2 1st place from heat 1 off front etc.

Heat 3 1st place from heat 2 off front etc.,

Heat 4 lowest point scorer after 3 heats off front, etc.

P4.6 **THE NATIONAL POINTS SYSTEM IS:**

1 point for 1st

2 points for 2nd

3 points for 3rd, etc.

P4.7 **NON STARTER (DNS):** Is any competitor who does not take the start of a race. Points awarded for Heats will be number of confirmed entries plus 1. Start is determined as being recorded as crossing the Start Line at the start of the race.

P4.8 **DISQUALIFICATION (DQ):**

Time Trial: Start from rear of grid for Heat 1 of the SuperKart Championship and the Grand Prix.

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SuperKart Championships: Number of confirmed entries plus 5. A disqualification can not be dropped as the worst performance. The next worst race has to be selected as the dropped heat. When a driver is disqualified in a heat his/her race result is to be disregarded and all competitors move up. For overall results when drivers are disqualified for technical infringements etc, the driver is withdrawn from the final result only and all competitors move up.

(Disqualified drivers are not taken out of the 4 heats.)

SuperKart Grand Prix: Excluded from results

P4.9 **TIE:**

Time Trial: Toss of a coin. (Race Secretary decision will be final)

To separate a tie, this applies for drawing up grids for the 4th heat, (worst performance is not dropped at this point).

- The driver with the highest placings beats the other driver.
- If the drivers are still equal, highest placing in the 3rd heat beats the other driver.

To Separate a Tie when Attaining the Final Result:

- The driver with the highest placings in the counting races beats the other driver.
- If both drivers are still equal, the highest placing in their dropped race wins.
- If both competitors are still equal and if Time Trials have been used to set the grid, the competitor with the fastest lap from the Time Trial(s) will be declared the winner.
- If both drivers are still equal, the result is declared a draw.

P4.10 **ENTRY FEE**

SuperKart Grand Prix: \$26.00 (incl GST). This is the maximum entry fee that can be charged for Island Grand Prix events.

SuperKart Championships: \$128.00 (incl GST) per class. This is the entry fee for the NZ SuperKart Championships and is the maximum entry fee that can be charged for Island SuperKart championships. Note: An Ambulance Fee, Security, Fuel and Tyre Testing Levy, if applicable, are in addition to this fee.

Maximum trailer site for duration of event
(6x4 m approx.) \$36
(6x6 m approx.) \$46

P4.11 **FINISHER:** (Rule J2.21).

P4.12 A worst performance is determined as a driver's highest points excluding disqualifications.

P4.13 **CLOSING DATE FOR ENTRIES:** The closing date for entries will be no later than 28 days prior to the first day of the event. The host club may accept late entries at its discretion. However Rule Q2 and Q3 will be applied based on the entries received by the closing date. The host Club must publish, in the Entry Form, the last date and time that Late Entries will be accepted.

P4.14 **PROGRAMME:**

OPTION I

Day I

Track available for testing. The Host club is permitted to charge entrants for this.

Confirmation of Entry and Scrutineering.

SECTION P

Day 2

Final Confirmation of Entry and Scrutineering.
Minimum of one 12 minute Tuning Run.
Time Trial: One 12 minute session
SuperKart Championship
SuperKart Grands Prix
Technical Inspection
Confirmation of Results
Presentation of Trophies and Awards.

OPTION 2

One Day

Confirmation of Entry and Scrutineering.
Minimum of one 12 minute Tuning Run.
Time Trial: One 12 minute session.
SuperKart Championship
SuperKart Grands Prix
Technical Inspection
Confirmation of Results
Presentation of Trophies and Awards.

P4.15 **ELIGIBILITY:** Only the following are permitted to enter:

- KartSport New Zealand Licence holders with appropriate rating.
- CAMS Superkart Licence holders with a valid Trans Tasman visa. CAMS "National" rating only.
- Holders of a CIK-FIA International Kart licence with a valid International Visa. International rating A, B, or C.

P4.16 **CHASSIS MANUFACTURERS CHAMPIONSHIP - SUPERKART**

The National chassis Manufacturers Championship – Superkart will be decided as follows:

Points will be awarded to the first six in each class contested as follows:

1st = 10, 2nd = 6, 3rd = 4, 4th = 3, 5th = 2, 6th = 1.

The manufacturer with the greatest number of points accumulated at the event will be declared the Manufacturers Champion. Note: Grand Prix results do not count.

Ties. The manufacturer with the most class victories wins. If equal the most second places wins, etc.

KartSport New Zealand will provide a Challenge Cup and a keepsie miniature to be awarded to the manufacturer or their authorised NZ representative.

P4.17 **THE POMMIETROPHY**

This trophy is awarded to the most successful **National or International** class competitor at the NZ Superkart and Grand Prix Championship Meeting. The winner is determined by points awarded for ALL four Road Race heats and the Grand Prix.

Points awarded are:

SuperKart Championships. 1st = 3, 2nd = 2, 3rd = 1 in each respective class.

SuperKart Grand Prix. 1st = 3, 2nd = 2, 3rd = 1 irrespective of class.

Ties: If two drivers are equal, the trophy is shared.

SECTION P

TIES (Explanation):

Highest placing means a 1st beats everything.

Compare the 2 drivers, and the one with the highest place beats the other. eg.

Driver (a) 6, 6, 5, 1 = 18

Driver (b) 2, 2, 12, 2 = 18

Driver (a) wins because he/she had a first.

Driver (a) 6, 4, 12, 3 = 25

Driver (b) 7, 3, 7, 8 = 25

Driver (a) wins, the 3rds cancel out, the 4th is best.

A placing is to be taken as points scored, a DS, DQ are classed as placings.

P5 DIRT KART CHAMPIONSHIPS

NOTE: This race format can also be used for other sprint and dirt events.

P5.1 **ALLOCATION:** NZ Dirt Championships have no restriction on their allocation, but are voted on at the National Conference. Applicants must nominate their race date to the National Conference.

P5.2 **THE TITLES** will be decided as follows:

First 4 heats, predetermined grid system.

5th heat, lowest points to the front.

Driver's worst performance is now dropped and the championship decided over best 4 heats.

The National Points system is:

1 point for	1st
2 points for	2nd
3 points for	3rd, etc

P5.3 **NON STARTER (DNS):** Is any competitor who does not take the start of a race. Points awarded for Heats will be number of confirmed entries plus 1. Start is determined as being recorded as crossing the Start Line at the start of the race.

P5.4 **FINISHER:** (Rule J2.21).

P5.5 **DISQUALIFICATION (DQ):** Number of confirmed entries plus 5. A disqualification can not be dropped as the worst performance. The next worst race has to be selected as the dropped heat. When a driver is disqualified in a heat, his/her race result is to be disregarded and all competitors move up. For overall results when drivers are disqualified for technical infringements etc, the driver is withdrawn from the final result only and all competitors move up. (Disqualified drivers are not taken out of the 5 heats.)

P5.6 **TIE:** To separate a tie, this applies for drawing up grids for the fifth heat, (worst performance is not dropped at this point).

a) The driver with the highest placings beats the other driver.

b) If the drivers are still equal, highest placing in the 4th heat beats the other driver.

To Separate a Tie when attaining the Final Result:

a) The driver with the highest placings in the counting races beats the other driver.

b) If both drivers are still equal, the highest placing in their dropped race wins.

c) If both drivers are still equal, the result is declared a draw.

SECTION P

- P5.7 **ENTRY FEE: \$56.00** (incl GST) per class. (Applicable to the NZ Dirt Championships only) This is the maximum entry fee that can be charged for NZ Dirt championships. Note: An Ambulance Fee, Security, Practice, Fuel and Tyre Testing Levy, if applicable, are in addition to this fee
- P5.8 **CLOSING DATE FOR ENTRIES:** (Applicable to the NZ Dirt Championships only) The closing date for entries will be no later than 28 days prior to the first day of the event. The host club may accept late entries at its discretion. However Rules Q2 and Q3 will be applied based on the entries received by the closing date. The host Club must publish, in the Entry Form, the last date and time that Late Entries will be accepted.
- P5.9 **HEAT DISTANCE:** 5km minimum.
- P5.10 **OVERSUBSCRIBED FIELDS:** When the entry exceeds the permitted number for the track, a 4 heat predetermined grid and final will be conducted. All entrants will contest 4 predetermined gridded races. At the conclusion points are added to give first to last. The top group to the track limit will contest the final of normal heat distance. Grid will be points leader on pole etc. To attain a result the driver's worst performance of the 5 heats is deleted.
In working out the points for NON STARTERS and DISQUALIFICATIONS, take the number of entries in the largest heat to determine the confirmed entries.
- P5.11 **WORST PERFORMANCE** is determined as a driver's highest points excluding disqualifications.
- P5.12 **CLASSES FOR NATIONAL DIRT CHAMPIONSHIPS:**
Cadet, Junior Restricted 100cc Yamaha, Formula Junior, Junior 100cc Yamaha, Senior 100cc Yamaha Light, Senior 100cc Yamaha Heavy, 125cc Rotax Max Light, 125cc Rotax Max Heavy, Senior Formula 125S, Senior Open.
- P5.13 **ELIGIBILITY:** Only the following are permitted to enter:
- KartSport New Zealand Licence holders with appropriate rating.
 - Australian Karting Association Licence holders with a valid Trans Tasman visa. A or B AKA Sprint rating only.
-

TIES (Explanation):

Highest placing means a 1st beats everything.

Compare the 2 drivers, and the one with the highest place beats the other. eg.

Driver (a) 6, 6, 5, 1 = 18

Driver (b) 2, 2, 12, 2 = 18

Driver (a) wins because he/she had a first.

Driver (a) 6, 4, 12, 3 = 25

Driver (b) 7, 3, 7, 8 = 25

Driver (a) wins, the 3rds cancel out, the 4th is best.

A placing is to be taken as points scored, a DS, DQ are classed as placings.

SECTION Q

Q EVENTS GENERAL

Q1 ENTRY FEES:

- Q1.1 Once a driver has had his/her kart scrutineered and/or confirmed his/her entry, he/she is deemed to be a competitor and no entry fee refund can be expected. Exception to this are entries for the SuperKart Grand Prix. These MAY be refunded on application.
-

Q2 MINIMUM ENTRY REQUIREMENTS:

Q2.1 NZ SPRINTS

Minimum entry per class:	8
Minimum number of classes:	8 of 12

Q2.2 CIK TROPHY OF NEW ZEALAND

Minimum entry per class:	8
Minimum number of classes:	1 of 3

Q2.3 NATIONAL SCHOOLS

Minimum entry per class:	6
Minimum number of classes:	5 of 8

Q2.4 SOUTH and NORTH ISLAND SPRINT

Minimum entry per class:	6
Minimum number of classes:	6 of 12

Q2.5 NZ SUPERKART & DIRT

Minimum entry per class:	5
Minimum number of classes:	
Dirt	6 of 10
Superkart	3 of 5

Q2.6 SOUTH and NORTH ISLAND SUPERKART

Minimum entry per class:	5
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For attaining the minimum numbers for the Superkart Championships, the Grand Prix entry is not to be taken into account. However for a Grand Prix to be recognised it must have a minimum of 5 entries.

Q3 SMALL FIELDS

- Q3.1 Should there be less than the required number of entries at closing date the class will be cancelled. Should there be less than the required number of classes at closing date the event will be cancelled. In either case the Club will immediately advise the National Steward and then, with KartSport New Zealand's approval, notify, within 10 days of the closing date, all affected competitors by registered mail, signature required courier or response requested email.
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Q4 TROPHIES and PRIZE PURSE

Q4.1 NEW ZEALAND SPRINT TITLES

KartSport New Zealand will be responsible for the challenge trophies for first place in each class plus a prize purse in either cash, product or services for 1st to 3rd in each class to a retail value equal to 10% of the total entry fee for each respective class at closing date.

SECTION Q

The host Club must provide keepsie trophies for each class as detailed below and must incur a minimum cost of 10% of the total entry fee at closing date on the 1st to 3rd place trophies. The minimum amount to be spent on the 1st to 3rd place trophies will be \$153.00 (incl GST) per class.

Keepsie trophy budget total must have the prior approval of KartSport New Zealand. Proof of expenditure must be provided to KartSport New Zealand Executive within 30 days of the event at which time KartSport New Zealand will reimburse (on receipt of invoice) the host Club providing the Club has met its obligations under Rule R3.7. The maximum amount reimbursed will be equal to 10% of the total entry fee amount received from confirmed entries.

Number of Entries at Closing Date	Keepsie Trophies
8	1st to 4th
10	1st to 5th
12 and over	1st to 6th

Q4.2 NEW ZEALAND SUPERKART AND GRAND PRIX TITLES

KartSport New Zealand will be responsible for the challenge trophies for first place in each class. The host Club will be responsible for the prize purse in either cash, product or services for 1st to 3rd in each class to a retail value equal to 20% of the total entry fee for each respective class at closing date. The SuperKart Championship and Grand Prix entry fees and prize purses are to be treated independently.

The host Club must provide keepsie trophies for each class as detailed below and must incur a minimum cost of 20% of the total entry fee at closing date on the 1st to 3rd place trophies. The minimum amount to be spent on the 1st to 3rd place Championship trophies will be \$153.00 (incl. GST) per class. The minimum amount to be spent on the 1st to 3rd place Grand Prix trophies will be \$150.00 (incl. GST) per Grand Prix.

Number of Entries at Closing Date	Keepsie Trophies Championship
5	1st to 3rd
10	1st to 5th
12 and over	1st to 6th

	Keepsie Trophies Grands Prix
5 and over	1st to 3rd plus 1st in class

Q4.3 ISLAND SPRINT, ISLAND SUPERKART AND NZ DIRT TITLES

KartSport New Zealand will be responsible for the challenge trophies for 1st place in each class. The host Club must provide keepsie trophies for each class as detailed below.

Number of Entries at Closing Date	Keepsie Trophies
5	1st to 3rd
8	1st to 4th
10	1st to 5th
12 and over	1st to 6th

Q4.4 CIK TROPHY OF NEW ZEALAND TITLES

KartSport New Zealand will be responsible for challenge trophies for 1st to 3rd places in the KF3, KF2 and KZ2 classes. KartSport New Zealand will supply a Challenge Cup for 1st place for the following Support classes (if contested): Cadet, Junior Restricted 100cc Yamaha, Junior 100cc Yamaha, 100cc Yamaha Light, 100cc Yamaha Heavy, 125cc Rotax Max Light and 125cc Rotax Max Heavy.

SECTION Q

For keepsie trophy requirements refer Rule P3.12.

Q4.5 **NATIONAL SCHOOLS TITLES**

KartSport New Zealand will be responsible for both the individual 1st place class challenge trophies and the schools section team 1st place challenge trophies. The host Club must provide keepsie trophies to at least 6th place in each class plus a keepsie trophy for the winning school in each section. The total value of the keepsie trophies must be at least equal to 20% of the total individual and team entry fees received.

Q4.6 **KEEPSIE TROPHIES**

Prior to purchase the host Club must submit the design of the keepsie trophies to KartSport New Zealand for approval.

Q4.7 **TROPHIES:** A competitor is responsible for any trophies presented. They must be returned in good condition to the National Secretary a minimum of 10 days before the date of the event or when requested in writing by letter sent by signature required courier. Trophies are not to be engraved. Engraving will be arranged by KartSport New Zealand. Trophies for which KartSport New Zealand are responsible may not be taken out of the country unless an agreed upon bond has been put up and held by KartSport New Zealand. In the event of a KartSport New Zealand trophy not being returned by a given time, the recipient will be fined \$200.00 and be responsible for the replacement and updating of a new trophy.

SECTION Q

Q5 OFFICIAL PRACTICE, TUNING RUNS, PRACTICE AND TRACK AVAILABLE FOR TESTING:

Q5.1 GENERAL:

Drivers must be correctly clothed at all times. (Rule G3.2)

The following class groupings are the only class groupings permitted:

- Cadet must run alone.
- Junior Restricted 100cc Yamaha must run alone.
- Junior Clubsport 120, Junior 100cc Yamaha, Formula Junior and KF3 may run together.
- All Senior classes may run together.

At all times drivers must meet the age limits, as per Rule E3, for the class of kart being driven.

- Karts must travel around the circuit in the same direction.
- Karts must leave and enter the pit area via the correct exit and entry.
- Karts must not be driven in or through the pit area.
- Karts must not be worked on at the circuit edge.
- Karts must be pulled well clear of the circuit if a break down occurs.
- Karts may only be refuelled in the pit area. Refuelling is NOT permitted on the Out Grid nor any area of the circuit.

Q5.2 OFFICIAL PRACTICE: Responsibility for management of the rules rests with KartSport New Zealand officials in attendance.

- All officials and first aid personnel (Rule Q6 & Q8) must be in attendance.
- Grid must be Pit Marshal controlled.
- Karts must be scrutineered before practising.
- Karts must have 4 number plates with numbers. (Rule L2)
- Practice will be in timed sessions or laps for each class.

Q5.3 TUNING RUNS: Responsibility for management of the rules rests with KartSport New Zealand officials in attendance.

- Used on a race day prior to competition. Limited to short runs of a few laps.
- All other requirements for official practice apply.

Q5.4 PRACTICE: Responsibility for management of the rules rests with the convenor or host club.

- Grid must be Pit Marshal controlled.
- Timed sessions or laps for each class. (Rule R3.10)

Q5.5 TRACK AVAILABLE FOR TESTING: Responsibility for management of the rules rests with the competitors.

Club, Club Management and or KartSport New Zealand Officials may impose controls for safety reasons.

SECTION Q

Q6 FIRST AID:

Q6.1 SPRINT (permanent circuit), ISLAND, NATIONAL, INTERNATIONAL:

Minimum of suitably qualified personnel whose sole responsibility is first aid. A vehicle or room must be provided at the circuit for a patient to either be checked, recover, or await an ambulance in private and comfort.

Q6.2 ALL OTHER SPRINT EVENTS INCLUDING CLUB DAYS:

Minimum of suitably qualified personnel whose sole responsibility is first aid.

Q6.3 MOTOR RACING CIRCUITS (MSNZ), ROAD RACE AND NON-PERMANENT SPRINT CIRCUITS:

If Less Than 20km From A Commissioned Ambulance Station:

Minimum of suitably qualified personnel whose sole responsibility is first aid. A vehicle or room must be provided at the circuit for a patient to either be checked, recover or await an ambulance in private and comfort. Communication to a commissioned ambulance station MUST be provided at the circuit. It is recommended to have the minimum of a decommissioned ambulance in attendance.

If More Than 20km From A Commissioned Ambulance Station:

A commissioned ambulance with suitably qualified (paramedic trained ambulance officer) personnel and/or a medical practitioner must be provided. If a medical practitioner is used there must be a vehicle or room at the circuit for a patient to either be checked, recover or await an ambulance in private and comfort. Communication to a commissioned ambulance station MUST be provided at the circuit under these circumstances.

Q6.4 DEFINITIONS:

- **Suitably Qualified:** Minimum - adult holding a current 16 hours Workplace First Aid Certificate 6400, 6401, 6402 or equivalent. PHEC (pre hospital emergency care) qualified personnel preferred.
- **Vehicle:** An ambulance or vehicle capable of carrying a stretcher. Stretcher to be provided.
- **Room:** Caravan or room solely for the purpose of first aid. Stretcher to be provided.
- **Commissioned Ambulance:** Must be able to take people from the circuit to hospital.

Q6.5 FIRST AID FACILITIES and PERSONNEL

All first aid facilities and personnel must be on hand from the start of practice to the completion of racing. A charge may be levied on all entrants to assist in offsetting the ambulance charges, BUT firstly the club must seek approval from the National Steward and may be asked to provide a receipt from the Ambulance Association or medical practitioner after the event being proof of the charges.

This charge can only be made when a paid service is required.

SECTION Q

Q7 TRACKS - DEFINITION

- Q7.1 These specifications are the minimum requirements for all events. The final approval of any circuit will be in the hands of the National Track and Safety Inspector and/or the National Steward.
- Q7.2 **SPRINT TRACKS - PERMANENT:** The KartSport New Zealand Track and Complex Rating Criteria (which includes a requirement for a current Track and Safety Plan) is a code. All permanent sprint tracks are to be relicenced annually. Annual inspections will normally be performed by the National Track and Safety Inspector at no cost to the respective clubs. However the cost of follow up inspections and inspections to approve modified tracks and/or complexes will be to the account of the club concerned. Clubs wishing to make any changes to their tracks and complexes are urged to contact the National Track and Safety Inspector before undertaking any planning.
- Q7.3 **MOTOR SPORT NEW ZEALAND PERMANENT TRACKS:** These are normally safe, but run off areas should be checked for obstructions that may be safe for a 2 tonne race car; but be a launching ramp for a runaway kart. Careful note should be made of armco barriers, as in some cases these are built a bit high, and may be quite adequate for a race car; but a kart may just get halfway underneath. These areas should be protected with haybales or car tyres.
Where a club hires a MSNZ Track, an approved, current KartSport New Zealand Safety Plan must be in place.
- Q7.4 **SPEEDWAY TRACKS:** Safety protection will be required for all flag marshals positioned on the infield of the track. (Minimum standard as per requirement for sprint tracks). Where a club hires a speedway track, use of the track must have the prior written approval of the National Track and Safety Inspector (and/or National Steward). An approved, current KartSport New Zealand Safety Plan for the track must be in place.
- Q7.5 **FINAL APPROVAL:** The club must satisfy the Chief Steward of the day that the circuit is safe and must abide by any rulings or changes that the Chief Steward requests.
- Q7.6 The Chief Steward has the right to cancel/postpone the event if he/she considers the safety precautions/plans to be inadequate.
-

SECTION Q

Q8 RACE EVENT OFFICIALS

Q8.1 **STEWARDS:** Rule C2.7 & C2.8

Q8.2 **RACE DIRECTOR:** Rule C2.9

Q8.3 **CLERKS OF THE COURSE:** Rule C2.10

Q8.4 **TECHNICAL OFFICERS:** Rule C2.14

Q8.5 **MACHINE EXAMINERS:** Rule C2.15

Q8.6 **KARTSPORT NEW ZEALAND OFFICIALS IN TRAINING:**

Race Officials in Training: May only act under the supervision of a KartSport New Zealand Steward/Clerk of the Course who must be in attendance and officiating at the event.

Technical Officers in Training: May only act under the supervision of a KartSport New Zealand Technical Officer who must be in attendance and officiating at the event.

Q8.7 **APPOINTMENT OF OFFICIALS:** All 'permit' events including National Title events will be under the control of KartSport New Zealand Stewards, Race Director, Clerks of the Course, Machine Examiners and Technical Officers. The National Steward and National Technical Officer or their appointees will decide on the number required for the event. At Club days, the officials of the day will be appointed by the promoting club and must include at least one KartSport New Zealand Steward/Clerk of the Course who must be in attendance at the meeting. The number of required KartSport New Zealand officials is determined on the Club's Safety Plan. (Rule R1 – Permit Requirements.)

Q8.8 **AGE:** The minimum age for Race Officials, Technical Officers and Machine Examiners is 18 years old.

Q8.9 **ACCIDENTS:** At any kart event where injury is sustained through a karting accident and doctor or hospital treatment is required, the Chief Steward must make a full report to the National Steward. This must be done within 7 days, stating the full facts and believed reason for the accident. This refers to ALL kart events, i.e. official practice days, club days up to major events.

Note: When property is damaged, a full report of damage etc shall be submitted to the National Steward and National Treasurer. If a report is not submitted it may invalidate any insurance or ACC claims.

Q8.10 **RACE OFFICIALS' TRAVEL:**

RACE OFFICIALS' TRAVEL: KartSport New Zealand reimburse Stewards, Race Director, Clerks of the Course, Machine Examiners and Technical Officers if they are required to attend an event. This is only done when there are insufficient personnel in the area to carry out the duties to KartSport New Zealand's requirement. Clubs should remember that in this case KartSport New Zealand will request a refund when travel costs have to be paid out.

Reimbursement will not be requested for the following two events hosted on behalf of KartSport New Zealand: NZ Sprint and CIK Trophy of NZ.



SECTION R

R EVENT PREPARATION

RI PERMITS AND EVENT DEFINITIONS

RI.1 APPLICATION:

- a) The Host Club for New Zealand and Island Sprint Championships, New Zealand Schools Championships, New Zealand and Island SuperKart Championships & Grand Prix, New Zealand Dirt Championships & CIKTrophy of New Zealand must make an application, to the KartSport New Zealand National Steward or appointee, for a permit no less than 90 days prior to the date of the start of the event.

Permit applications for all "other events" requiring a permit must be made no less than 60 days prior to the start of the event and sent for processing to the KartSport New Zealand National Steward or appointee.

- b) **For a permit application to be processed it must include:**

- Completed Permit Application form*
- Appropriate Permit Fee
- Draft Entry form
- Draft Information Sheet
- Draft Supplementary Rules
- Meeting Official's Form* signed or with written confirmation attached by the Personnel confirming they will be available.

* The Permit Application Form and the Meeting Officials Form may be downloaded from the KartSport New Zealand web site - www.kartsport.org.nz

- c) **Permit amendments** will be accepted up to 30 days prior to the start of "other events" (as noted above) if substantially correct on receipt.

Under the special circumstances of a venue being made available inside the 60 day period, the National Steward has the sole discretion to allow it or not. These permits will be at double normal fees.

Failure to comply with any of the above may invalidate the application.

- d) **A permit is not approved** until a KartSport New Zealand Permit Number has been issued. It is the responsibility of the host Club to include the Permit Number on the Entry form, Information Sheet and Supplementary Regulations. Clubs which distribute entry forms by any means before the Permit Application has been approved and/or without the Permit Number on the forms will be fined and may have their event cancelled.

- e) **Clubs may apply for a permit** to run an event using another Club's track. This permit application must include written permission from the track owner plus an approved Safety Plan in the name of the Club applying for the permit.

The Chief Steward reserve the right to stop and or cancel any event at any time if it is considered the circuit, crowd control or general safety is not in the interest of competitors and/or the general public.

- f) **Clubs applying to host KartSport New Zealand Championship** (except Dirt Championships) and CIK sanctioned events must have their own AMB timing system installed and operational at the time of application.

SECTION R

R1.2 **CONDUCTING EVENTS ON THE SAME DATES AND EVENT PROTECTION**

Note: Where the term SPRINT is used, it refers to both Seal and Dirt racing. The status of events is ranked in order of priority. Permits for Group A events have priority over all other events. Permits for Group B have priority over all events ranked below. Dates for Group B events must be provided to the National Conference in accordance with these rules. Permits for Group C events will be issued for the period between each National Conference and applications will be treated on a first in first served basis. Group D and Group E events are equal in status. For permit applications to be considered as received, all documentation and payment of the required fees must be provided to the National Steward or his appointee(s). If more than one application is received for the same date, the events with the higher group ranking will take priority when issuing a permit. The National Steward's decision will be final.

Except for Group F Club Days, no events may be run in the period 14 days prior to day 1 of the New Zealand Sprint Championships.

R1.3 **PERMIT FEES:**

Club Day (KartSport New Zealand Licenced Sprint Track)	Nil
Club Day (MSNZ Circuit)	\$41
Open Meeting	\$123
Island Sprint and SuperKart	\$184
New Zealand Dirt	\$184
International and CIK approved event	\$184
NZ SuperKart & GP	\$184
NZ Sprint	No Fee
CIK Trophy of New Zealand	\$511
Temporary Circuits (See 23.5)	\$1022
Open Series Registration Fee	\$102

R1.4 **DEFINITION FOR DETERMINING PERMIT APPLICATION**

R1.5 **GROUP E - CLUB DAY**

An ordinary type Club Day event for members of that Club and any other KartSport New Zealand Licenced competitors accepted by the Club. No entry form required.

NOTE: Events such as Series Rounds, Open and/or Hosted events do not constitute ordinary Club Days. Prior clarification regarding the status of an event should be obtained from the National Steward. If the nature of the event is such that the National Steward believes that the Club wants or expects non home Club members to attend or if prizes/ trophies offered make it desirable for non home Club members to attend this will not be considered an ordinary Club Day event.

Permit Application Requirements

- KartSport New Zealand Licenced Sprint Track – Nil
- MSNZ circuits - No entry form required, but a copy of the Indemnity Form and Supplementary Rules must be submitted with the Permit Application, Permit Fee and Official's Form.

Event Status

- Any Club may run a Club Day on any day they wish.

SECTION R

Licence Rating Requirement

- Nil

RI.6 **GROUP E - OPEN EVENT SPRINT (INCLUDES PERMANENT SPEEDWAY OVALS)**

Where any eligible KartSport New Zealand licenced competitor is allowed to compete.

Permit Application Requirements

- **KartSport New Zealand Licenced Sprint Track** - Entry Form, Information Sheet, Supplementary Rules, Permit Application, Permit Fee and Official's Form.
- **Permanent Speedway Ovals** - Entry Form, Information Sheet, Supplementary Rules, Permit Application, Permit Fee and Official's Form. Further information on the event including a venue Safety Plan will be required by the National Steward before the Permit is processed.
- A permit application will be considered for selected class/es only at a Club Day (Group E) providing the class/es are a part of a KartSport New Zealand registered Series. Required Officials and application will be as per the Group E requirements.

Event Status

- Clubs may run Open events on the same day.

Licence Rating Requirement

- A, B or C Sprint. (Notes: 100cc Club Class Yamaha - C rating only. ClubSport 120 - B or C rating only).

RI.7 **GROUP E - MASTERS GAMES (Exception)**

The only Masters Games events KartSport New Zealand will issue Licence Rating dispensations for will be the New Zealand Masters Games and respective Island Masters Games. Conditions as per RI.6 with the following dispensations only:

- Minimum Unrated Sprint Licence or One Day Licence for all classes.
- A variation to the MAW for classes

All other "Masters Games" will be subject to normal KartSport New Zealand Codes Rules and Specifications.

RI.8 **GROUP D - OPEN EVENT MSNZ CIRCUITS ONLY**

Where any eligible KartSport New Zealand licenced competitor is allowed to compete.

Permit Application Requirements

- Entry Form, Information Sheet, Supplementary Rules, Permit Application, Permit Fee and Official's Form.

Event Status

- Clubs may run Open events on the same day.

Licence Rating Requirement

- Nil (See Rule D3.2). Depending on the event the National Steward reserves the right to set a minimum Licence Rating requirement.

RI.9 **GROUP C - CIK APPROVED & SANCTIONED EVENTS**

Dates for these events will be approved providing they do not conflict with any Group A or B events. Such approval will only be granted for the period up to the next National Conference.

SECTION R

Permit Application Requirements

- Contact the KartSport New Zealand National Steward prior to any planning.

Event Status

- On the weekends these events are contested, only a Group E event may be conducted.

Licence Rating Requirement

- As per event Supplementary Rules.

RI.10 GROUP B - ISLAND SUPERKART, NZ SCHOOL CHAMPIONSHIPS and NZ DIRT CHAMPIONSHIPS

When KartSport New Zealand announce the dates for these events they will take priority over all events except for those in Group A.

Permit Application Requirements

- Entry Form, Information Sheet, Supplementary Rules, Permit Application, Permit Fee and Official's Form.

Event Status

- On the weekends these events are contested only a Group E sprint event may be conducted.

Licence Rating Requirement

- Island SuperKart Championship – A, B or C Sprint or 1st Observation Road. CAMS SuperKart NSC or ISKC.
- NZ Schools Championship – A or B Sprint.
- NZ Dirt Championships – A or B Sprint, A or B Road, AKA A or B.

RI.11 GROUP A - NEW ZEALAND and ISLAND SEALED SPRINT CHAMPIONSHIPS, CIK TROPHY OF NEW ZEALAND and NEW ZEALAND SUPERKART and GRAND PRIX

The dates for these events are fixed as Easter Weekend (New Zealand Sprint Championships), Labour Weekend (Island Sprint Championships) and when KartSport New Zealand announce the date for the CIK Trophy of NZ and the NZ SuperKart and Grand Prix Championships.

Permit Application Requirements

- Entry Form, Information Sheet, Supplementary Rules, Permit Application, Permit Fee (where applicable) and Official's Form.

Event Status

- On the weekends these events are contested only a Group E sprint event may be conducted.

Licence Rating Requirement

- NZ Sprint Championships - A Sprint, AKA A or B.
- Island Sprint Championships – A or B Sprint, AKA A or B.
- CIK Trophy of NZ – A or B Sprint, CIK-FIA International A, B or C, AKA A or B. Challenge Cup – A or B Sprint, CIK-FIA International A, B or C, AKA A or B.
- NZ SuperKart Championships and Grand Prix - A Road or A or B Sprint with at least one Road observation. CAMS SuperKart NSC or ISKC.

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

RI.12 EXCEPTION - SUPERKART INTERNATIONAL CLASS (SEE EI.5)

Regardless of RI.9, RI.10 and RI.11 the SuperKart International class is permitted, subject to the issue of the respective event permit, to run at MotorSport New

SECTION R

Zealand and Motorcycling New Zealand promoted events on dates which clash with National, Island and Schools Sprint events and National and Island Dirt events.

RI.13 **TEMPORARY CIRCUITS**

Final approval for an event on a Temporary Circuit rests with the Executive of KartSport New Zealand following a report from the National Steward.

Procedure

The National Steward, the National Track and Safety Inspector and one Grade 1 Race Official will travel to the venue 90 days prior to the date of the proposed event. The club making the Permit Application will be responsible for all costs of travel and accommodation. Together with the Convenor the KartSport New Zealand officials will inspect the proposed layout. If the event is to be run in conjunction with another body (MotorSport New Zealand or Motorcycling New Zealand) a representative from the respective body including their safety person is to be in attendance. Detailed plans of the circuit including all safety barriers, run offs, crowd control must be provided. Within 7 days the National Steward will provide a written report to the National Executive whose ruling will be final. If approved, on the day of the event either the National Steward or the National Track and Safety Inspector plus a Grade 1 Race Official will attend. All details as specified together with the additional details in the written report must be adhered to. The Chief Steward will not permit the event to proceed if it is considered that any of these details are not completed satisfactorily. The KartSport New Zealand Officials reserve the right to stop and or cancel the event at any time if they consider the circuit, crowd control or general safety is not in the interest of competitors and/or the general public.

Permit Application Requirements

- Entry Form, Information Sheet, Supplementary Rules, Permit Application, Permit Fee and Official's Form. Detailed plans of the circuit including all safety barriers, run offs, crowd control must be provided.

Event Status

- Group D or Group E event.

Licence Rating Requirement

- A or B Sprint or A Road.

RI.14 **DEMONSTRATIONS**

It may be permissible to conduct Demonstrations at other events. For conditions and Permit requirements contact the National Steward in the first instance.

RI.15 **SERIES**

A Series includes:

- A competition run over more than one weekend.
 - A competition run at more than one venue on the same weekend.
- All Series Rounds will be run under Group E Open event permits in the name of the host Club. The organizer/promoter of the Series is required to apply for a Series Permit by submitting the following, no later than three months prior to the date of the first Round:
- A copy of the Series Supplementary Rules.
 - Date/venue/host Club for each Round.
 - A copy of the Round hosting contracts (signed by both parties) between each of the host Clubs and the organizer/promoter.

SECTION R

- Name of the Series Race Secretary who will be responsible for co-ordinating entries, Series points and providing host Clubs with provisional entry lists prior to the event.
- Series Registration Fee.

RI.16 NIGHT EVENTS

All Night Events (run under artificial light) must be conducted subject a KartSport New Zealand event permit. (Fee as per RI.3 respectively). Final approval of the lighting must be obtained, no later than the night prior to the event, from a KartSport New Zealand Race Official.

RI.17 MANAGEMENT EXCEPTIONS

The National Steward or the Executive may grant dispensation when an exception to the Permit rules is in the best interest of the sport and KartSport New Zealand members.

SECTION R

R2 ENTRY FORM

This is a basic entry form and is to be used for all KartSport New Zealand events. Relevant details that an organiser may require from a competitor may be added, eg. How many will be attending the Prizegiving? Do you require fuel? Do you require a pit site/shelter etc. These details can be important to a club when organising a large meeting. The Information Sheet and Supplementary Rules are to be separate from the entry form.

KARTSPORT NEW ZEALAND (INC)

OFFICIAL ENTRY FORM

.....
(name and date of event)

KartSport New Zealand Permit Number ____

This entry must be completed in full or entry may be invalidated.

This is to certify that I, the undersigned, submit this entry to compete in the(name of event) being conducted by the(name of club) on/at the(name of venue) on the (day, month & year)

I understand and accept that submission of this entry form constitutes an agreement with the organisers to take part in the above event.

I certify that the particulars supplied on this entry form are true and correct in every particular:

INDEMNIFICATION I acknowledge and agree to accept as a condition of entry that the FIA-CIK; MotorSport New Zealand; KartSport New Zealand;

.....(other associations);(name of club);

..... (local council); all sponsors and all or any members, officials or assistants of any of the above named and or known organisations, or their respective servants, officials, representatives, or agents shall not be under any liability whatsoever for any death or bodily injury, loss or damage which may be sustained or incurred as a result of my participation in the race meeting or event, howsoever such death or bodily injury, loss or damage is caused notwithstanding that such death, injury, loss or damage may have been contributed to or caused by the negligence of the Inviting Club or KartSport New Zealand or any of their respective officials, servants, representatives or agents or by any other person.

DECLARATION I declare I have a current KartSport New Zealand Competition Licence with a rating applicable to the class entered. (Ratings will not be valid unless they have been dated 10 days prior to the start of the event.)

I declare I am conversant with and will abide by all current KartSport New Zealand rules, regulations, codes and specifications governing kart racing, and that I will abide by any supplementary rules which apply and the directions and rulings of the Chief Steward of the day without losing my right to protest or appeal.

I declare that I have no medical condition that may impede my ability to drive a kart in competition or practice.

I declare that my kart and driving apparel will comply with all current KartSport New Zealand Rules and Specifications throughout this event.

I declare that should I at the time of this event be suffering from any disability of any kind whether permanent or temporary which is likely to detrimentally affect my control of my kart or my fitness to drive, I will not participate.

SECTION R

I declare that I will not make use of drugs or of prohibited methods such as are defined by the Intoxicating Liquor and Drug regulations of KartSport New Zealand.
I declare that I give consent to the details contained on this entry form being held by KartSport New Zealand and/or the Organising Club for the purpose of the promotion and benefit of the event concerned, and KartSport in general. I acknowledge my right to access and correction of this information. This consent is given in accordance with the Privacy Act 1993.

Signature of Competitor: Date:
Minors, under 18, must have a parent's or legal guardian's signature approving conditions of entry and declaration. A parent or legal guardian signing on behalf of a minor must attend driver's briefing and be in attendance during the course of all competition and official practice and, should the competitor choose not to represent him/herself, be the only person to represent the competitor at any judicial hearing.

Signature of Parent or Legal Guardian:
Print Name: Date:

Please Print

Name of Competitor:.....
Address:
Age (if under 18): Phone:
Email address:
Registered Number: Preferred Racing Number: Transponder No:
Name of club of which you are a current financial member:.....
State make and model of motor(s):.....
State type/make of kart:
Sponsor/s (if any):
State tyres to be used (if applicable)

This event is for (add rating) rated licence holders. *
Ratings will not be valid unless they have been dated at least 10 days prior to the event at which they are produced.
Please enter me in the following classes. *

HOST CLUB TO LIST CLASSES HERE

Entry Fee per class \$..... (add fee) *

Entry fee	\$ per class
Fuel Test Levy	\$ 10.00 **
Tyre Test Levy	\$ 10.00 **
Ambulance fee	\$ ***

Add any other charges you require, ie Security, Practice etc.

SECTION R

Entries close 5.00 pm (day month, year).

Entries postmarked after this date will be double fees. ****

Send entries to:(address).

Make cheques payable to:(name organisation)

CheckList. ie. Entry Received, Receipt sent, Entry fee banked etc

Notes

- * If this event is a National or Island title the rating will be 'A' but if a permitted event such as the Garden City Championships, City of Sails etc. you will have various ratings. As a suggestion when you list the classes to be contested list the minimum rating required for that particular class, similarly if you have differing entry fees for the classes you are going to run put the entry fee beside the applicable class as well.
 - ** Refer Rule L3 and L4 headed Fuel Testing and Tyre Testing
 - *** Refer Rule Q6 headed First Aid Facilities and Personnel.
 - **** Refer Rule P for Closing Date and Late Entry Closing Date rules for the event you are hosting. If it not a National or Island event you can choose your own closing date.
-

SECTION R

R3 PREPARING FOR AN EVENT - SUPERKART OR SPRINT

R3.1 **CONVENOR:** The organising club will appoint a person who will be the liaison between KartSport New Zealand and the organising club. (See Convenor Responsibility.) Inform the KartSport New Zealand Secretary well in advance of the person appointed. If this is a National or Island Championship event KartSport New Zealand reserve the right to decline the appointment. A convenor must be accessible at all times (ie not racing). On all permit forms the convenor's name, address and phone numbers must be included.

R3.2 **INSURANCE:** KartSport New Zealand holds Public Liability Insurance of \$5,000,000.00 for karting throughout NZ. If this cover is not sufficient, contact the National Treasurer outlining requirements such as cover, indemnity etc. Your club will be sent a cover note indemnifying those required, and at a later date you will be billed the difference. This liability can be extended to any amount that the club, council etc require.

Affiliated Bodies are responsible for the payment of any respective insurance excess that may apply to the KartSport New Zealand Public Liability Insurance Policy.

R3.3 **ENTRY FORM, ORDER OF EVENT, GENERAL INFORMATION and SUPPLEMENTARY RULES:** These must be approved by the National Steward and sent out to clubs a minimum of 2 months before the event.

R3.4 Should there be less than the required number of entries at closing date the class will be cancelled. Should there be less than the required number of classes at closing date the event will be cancelled. In either case the Club will immediately advise the National Steward and then notify, within 10 days of the closing date, all affected competitors by registered mail or signature required courier.

R3.5 **EVENT TIMETABLE:**

- All events except Club Days. A general timetable with key start and finish times (Documentation/Scrutineering, Drivers Briefing, Tuning Runs/Qualifying and Racing) must be included on the event Information Sheet submitted with the Permit application.
- For all hosted events an additional detailed timetable must also be submitted for approval to the National Steward by the host Club within 2 days of the closing of late entries.

R3.6 **CONFIRMATION OF ENTRIES:** An area should be set aside where a driver can confirm entries, make a late entry etc. Once a **competitor** has been scrutineered that person is deemed an entry and NO refunds can be expected.

R3.7 **ENTRY FEES:** New Zealand Championships only but not including the New Zealand Dirt Championships. These are the property of KartSport New Zealand and must be in the hands of the National Treasurer 30 days after the conclusion of the event or a penalty of 10% per month may be imposed. For entry fee charges see Section P. When sending fees to the Treasurer, indicate the number of entries and at what fee. The charged late fee is the property of the organising club.

Entry fees from the New Zealand SuperKart Championships, South and North Island SuperKart and Sprint Championships, New Zealand Dirt Championships and National Schools Championships belong to the host club.

R3.8 **RESULTS:** Results of each race must be posted in the pits prior to the next race of that class.

SECTION R

All final results are to be checked and signed by the KartSport New Zealand Chief Steward of the day or another KartSport New Zealand Steward present and appointed for this purpose by the KartSport New Zealand Chief Steward of the day. All final result charts are to be posted at the racing venue in a position so that all competitors can view the same. This is to be prior to the trophy presentation. When provisional results are posted, 15 minutes MUST be allowed before they are official. The time of posting must be noted on the provisional result chart.

For National, Island and CIK trophy events, all race results and a list of names, addresses and contact phone numbers for all trophy holders are to be sent to the National Secretary within 30 days of the conclusion of the event.

- R3.9 **REPORTS:** It is the host club's responsibility to ensure that the event report and results of all Road and Sprint, National, Island and Open permitted events are in the hands of the KartSport New Zealand Web Master within 14 days of the event.
- R3.10 **OFFICIAL PRACTICE:** (Rule Q5). Adequate practice periods must be given and stipulated on the entry form. Practice sessions will be of 10 minutes minimum duration with a minimum of 4 sessions. Adequate time must be allocated for machine examination prior to the commencement of the practice period. A kart is not permitted to practice until approved by a Machine Examiner, All Flag Marshals, Officials, First Aid and safety equipment must be in position prior to practice starting. When Clubs are hosting New Zealand and Island SuperKart Championships the host Club is permitted to charge a fee for Official Practice to cover the cost of track hire provided the individual charge equates to the overall hire charge.
NOTE: The term "track available for testing" is to be used when the circuit can be used for practice, but Officials will not be in attendance - this is not Official Practice.
- R3.11 **FIRE EXTINGUISHERS:** Must be readily available to all parts of the circuit and drivers must be advised prior to the meeting where these are situated.
- R3.12 **CLUB OFFICIALS:** A list of club officials must be submitted to the National Steward with the permit application. This should include Starters, Pit Marshals and Control Tower Personnel. KartSport New Zealand reserves the right to approve the starter(s) of the day(s).
List on the permit application the KartSport New Zealand officials that you have contacted and who have confirmed in writing their availability to officiate at your event. (Rule R.1)
- R3.13 **KARTSPORT NEW ZEALAND OFFICIALS:** Stewards, Clerks of the Course, Technical Officers and Scrutineers will be organised by KartSport New Zealand and advised to the club with permit approval. Clubs not being able to provide sufficient Race Officials etc in their area for the event may be requested by KartSport New Zealand to reimburse travel costs.
- R3.14 **GATE PASSES:** Sufficient gate passes MUST be supplied for all KartSport New Zealand Officials and a minimum of 2 gate passes for each competitor on confirmation of their entry. It is suggested these passes be sent out with receipt of entry.
- R3.15 **TROPHY PRESENTATION:** A suitable venue for the presentation of trophies etc should be arranged. Subject to venue occupancy permit limitations, admission only tickets must be made available for all championship event prize givings.

SECTION R

- R3.16 **RECOVERY VEHICLE:** A and B rated Track Complexes, when hosting National Sprint, Island Sprint, National Schools and CIK Trophy events, must have a recovery vehicle and trailer in operation on competition days for the purpose of kart recovery.
- R3.17 **FLAG MARSHALS:**
KartSport New Zealand Championship (hosted) Events:
At least two for each Flag Point. One responsible for displaying the Yellow Flag and the Yellow with Red Stripes Flag and the other for displaying Blue Flag.
- All Other Events:
At least one for each Flag Point.
Exception: When an approved Safety Lights system is in operation.
- R3.18 **PIT MARSHAL:** In control of the pits, ensuring that karts are on the correct grid, getting them all started, and then on to the track. This is one of the jobs that can either break or make a meeting. At a big event the races have got to come out one after the other without big hold-ups. The Pit Marshal should determine any gaps on the grid prior to sending out the field. This information should be relayed to the starter and control tower staff so that they can determine where the gaps should be.
- R3.19 **STARTER:** Must be experienced, if not, the karters will very quickly dictate the start of a race. The National Steward reserves the right to approve the starter/s.
- R3.20 **OFFICIAL NOTICE BOARD:** Must meet the requirements of the Track and Complex Rating Code.
At all events, notices, results and/or information may not be removed without the authority of a KartSport New Zealand Official.
-

SECTION T

KARTSPORT NEW ZEALAND COSTS, FEES AND LEVIES

TI WHO PAYS FOR WHAT

TI.1 INTRODUCTION. This guideline has been prepared to help Club's understand their responsibilities regarding costs, especially for events hosted on behalf of KartSport New Zealand. (Note: Officials = Race Officials, and Technical Officers. CRO = Competitor Relations Officer.)

KartSport New Zealand Public Liability Insurance Excess

Affiliated Club

New Zealand Sprint Championships

Income

Entry Fee	Competitor - 100% forwarded by Club to KartSport New Zealand
Fuel & Tyre Levy	Competitor - Forwarded by Club to Kartsport New Zealand
Permit Fee	No permit fee

Expenses

Officials travel	KartSport New Zealand
Officials accommodation	KartSport New Zealand
Officials daily allowance	KartSport New Zealand
CRO all costs	Host Club
Engraving challenge trophies	KartSport New Zealand
Prize pool	KartSport New Zealand Note Club must provide information to KartSport New Zealand immediately following Closing Date for entries (Rule Q4 for details)
Keepsie trophies	Host Club (Rule Q4 for reimbursement details)

Timing Equipment & System

Management Costs	Host Club (Host Club to set hire charge for transponders for competitors without a personal transponder)
------------------	--

NZ SuperKart Championships and Grand Prix, Island Sprint, Island SuperKart & GP, NZ Schools and NZ Dirt Championships

Income

Entry Fee	Competitor - Retained by host Club
Fuel & Tyre Levy	Competitor - Forwarded by Club to KartSport New Zealand
Permit Fee	Host Club

Expenses

National Steward's travel etc.	KartSport New Zealand
National Tech Officer's travel	KartSport New Zealand
Officials travel	Host Club
Officials accommodation	Host Club
Officials daily allowance	Host Club
CRO all costs	Host Club

SECTION T

Engraving challenge trophies	KartSport New Zealand
Keepsie trophies	Host Club (Rule Q4)
Prize Pool	Host Club (Rule Q4)
Timing Equipment & System	
Management Costs	Host Club (Host Club to set hire charge for transponders for competitors without a personal transponder)
CIK Trophy of New Zealand	
Income	
Entry Fee	Competitor 50% from CIK classes and \$40 per entry from Support classes forwarded by Club to KartSport New Zealand. Host Club retains the balance.
Fuel & Tyre Levy	Competitor Forwarded by Club to Kartsport New Zealand
Permit Fee	Host Club
Expenses	
National Steward's travel etc.	KartSport New Zealand
National Tech Officer's travel	KartSport New Zealand
Officials travel	KartSport New Zealand
Officials accommodation	KartSport New Zealand
Officials daily allowance	KartSport New Zealand
CRO all costs	Host Club
Engraving challenge trophies	KartSport New Zealand
Keepsie trophies	Host Club (Rule Q4)
Timing Equipment & System	
Management Costs	Host Club (Host Club to set hire charge for transponders for competitors without a personal transponder)
Open Events	
Income	
Entry Fee	Competitor - Retained by Club
Fuel & Tyre Levy	Competitor - Forwarded by Club to Kartsport New Zealand
Permit Fee	Host Club
Expenses	
Officials travel	Negotiated by Host Club
Officials accommodation	Negotiated by Host Club
Officials daily allowance	Negotiated by Host Club
CRO all costs	Host Club
Timing Equipment & System	
Management Costs	Host Club (Host Club to set hire charge for transponders for competitors without a personal transponder)
All other expenses	Host Club

SECTION T

T2 FEES AND LEVIES

(All inclusive of GST)

Affiliation Fee	<u>\$281-75</u>
Protest Fee	
Club Day	\$50
Permitted Event	\$100
Hosted Championship Event	\$250
KartSport New Zealand Appeal Fee	\$2000
<u>MSNZ National Court of Appeal Fee</u>	<u>As set by MSNZ.</u> <u>Currently \$5111</u>
KartSport New Zealand Medical Appeal Fee	\$511
Fuel Testing Levy	
Championship events	\$10 per entry
Other Permitted events	\$2 per entry
Tyre Testing Levy	
Championship events	\$10 per entry
Other Permitted events	\$2 per entry
KartSport New Zealand Licence Fees	
First Member	<u>\$196</u>
Additional Member	<u>\$146</u>
Licence Administration Fee (if applicable)	\$10
One Day Licence Book of 10 (for clubs)	\$204 (Club sets One Day Fee)
Missing Licence Fee	\$50
Duplicate Licence Fee	\$10
Transponder lease (previously used unit)	\$74 per annum
Transponder lease deposit	\$123
Optional Fee for transponder deregistered with My-laps	\$50
Trans Tasman Visa	\$41
CIK International Licence and Visa	\$102
Non Return of Trophy On Time Fee	\$200
Permit Fees	Rule R1.3
Championship Entry Fees	Section P
Rule G3.2 Option 2 Application Fee	\$230



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