



KartSport New Zealand Inc.

Track and Complex Rating Code

Issue 13 - January 2012

REVISION HISTORY

Issue 1	March 2001	
Issue 2	September 2001	
Issue 3	October 2001	
Issue 4	March 2002	
Issue 5	March 2003 Amendments	Various
Issue 6	June 2004 Amendments	<i>Page 7 (min straight length) Page 14 (track marking) Page 20 (flag specifications)</i>
Issue 7	March 2005 Amendments	<i>Page 13/14 (Kerbing) Page 14 (Track Marking) Page 14 (Maximum Field Size) Page 18 (Steward's Room) Page 20/21 (Fire Extinguishers)</i>
Issue 8	October 2005 Amendments	<i>Page 14 Track Marking Standing Starts Page 21 Official Notice Board</i>
Issue 9	June 2006 Amendments	<i>Page 1 Track Licence extended up to 2 years Page 15 Acceleration Line Cones Page 25 Acceleration Line Cones</i>
Issue 10	July 2007 Amendments	<i>Page 1 Introduction Page 14 Track Markings Page 15 Maximum Field Size Page 15 Security chains across track Page 16 Designated Pit Area Page 16 Extended Pit Area Page 17 Technical Area Page 18 Steward's Room for Hearings Page 18 Competitor Communications Page 18 Scales Page 19 Impound Area Page 19 Security devices across track signage Page 21 Security devices across track signage</i>
Issue 11	May 2011 Amendments	<i>Item 2.6 KZ2 Standing Starts Item 2.16 Light meter and placement of lights on safety plan Item 2.19 Repair Lane Item 4.12 Clutch Test Bar</i>

REVISION HISTORY

Issue 12 September 2011
Additions

Item 3.5 Scrutineering Shed and Scales Area (new or upgraded)

Item 3.7 Technical Room (new or upgraded)

Item 3.8 Stewards Room for Hearings (new or upgraded)

Item 3.13 Impound Area (new or upgraded)

Item 3.16 Engine Revving Area

Issue 13 January 2012
Amendment

Item 1.2 Levels of licence rating (updated to match 2012 Manual Rule R1)

KARTSPORT NEW ZEALAND TRACK AND COMPLEX RATING CODE

1.0 Introduction

This document will replace any rules and regulations relating to track ratings, track safety plan, track criteria, track and complex criteria.

All permanent Sprint Kart Tracks and Complexes will be licensed by KartSport New Zealand.

A track licence rating may be valid for up to 2 years from the date of confirmation of compliance. At the discretion of the National Track Inspector.

Any Complex applying for an event permit must hold a current rating suitable for the event at the time of application.

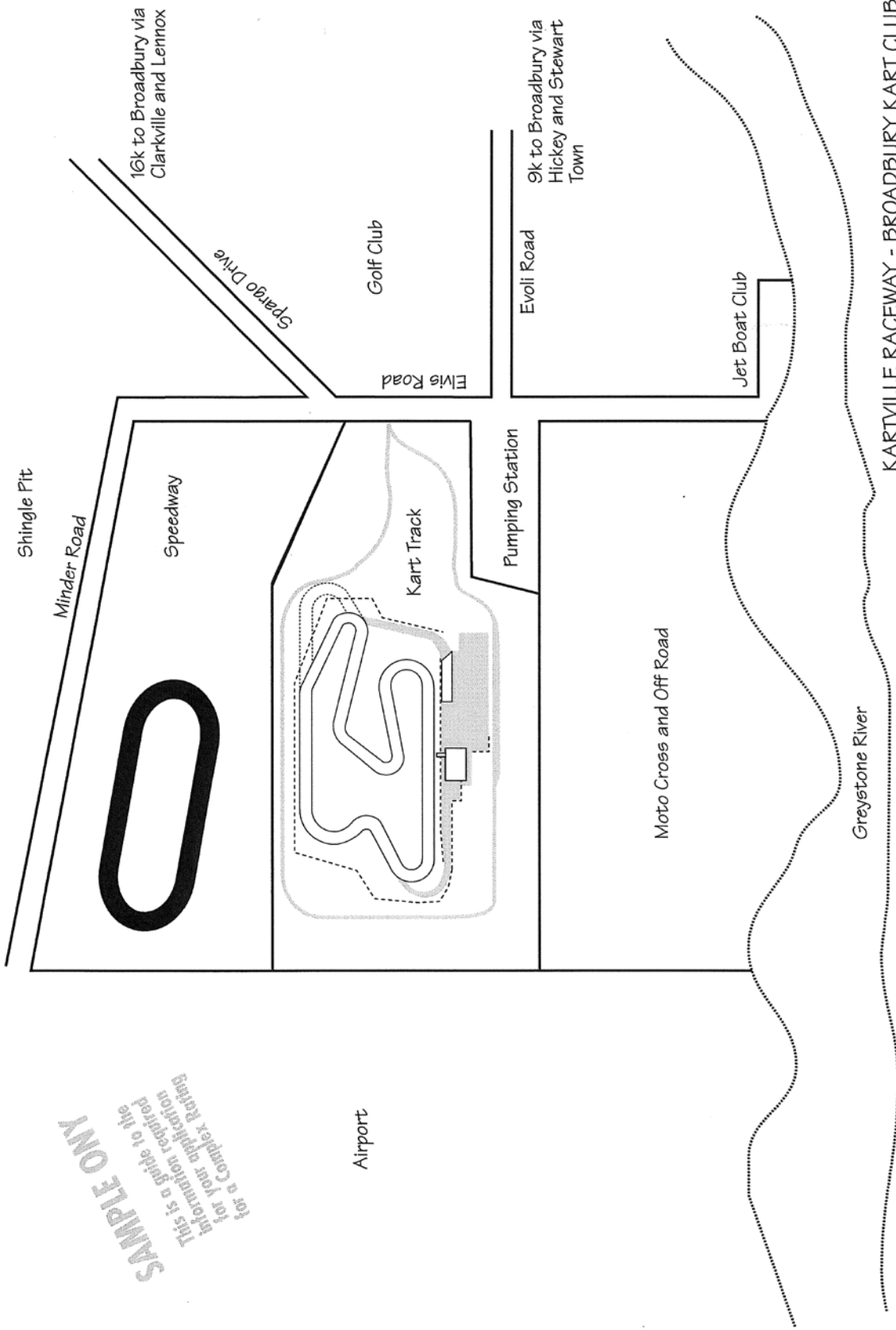
1.2 There will be 4 levels of licence rating -

- D Licence
Group F events only
 - C Licence
Group E & F events only
 - B Licence
Group A Island Sprint events, Group B New Zealand Schools Championship event and Group E & F events only
 - A Licence
Group A, Group B New Zealand Schools Championship, Group C, E & F events
- Note Any club wishing to conduct a CIK sanctioned event must communicate with KartSport New Zealand well before starting any track/complex planning.

1.3 General

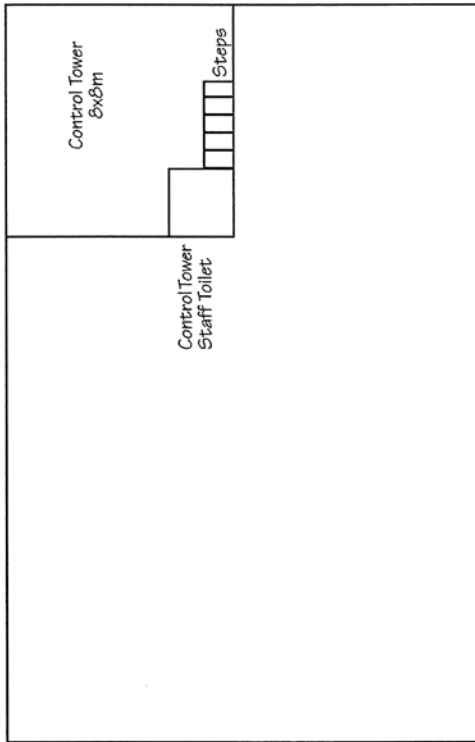
Prior to a complex being inspected the Club MUST provide a current Track Safety Plan and a current scale drawing (the minimum scale will be 1:500) which will show: the track, all fences and buildings, protection, indicate measurements of track width, approximate radius of corner at centre line of track, measurements to fences and square metres of buildings etc. A scale drawing must be supplied of all buildings. If not to scale, measurements must be included. A site plan showing location to main town centre/s is also required.

see examples on following pages

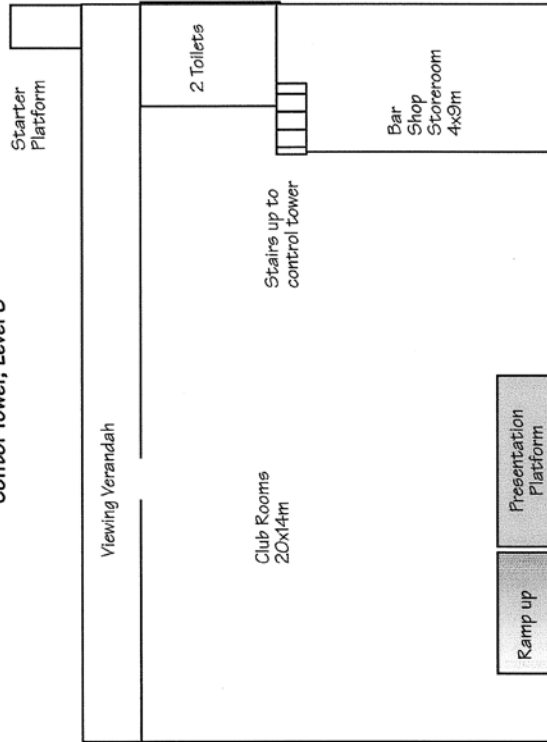


SAMPLE ONLY
 This is a guide to the
 information required
 for your application
 for a Complex Rating

KARTVILLE RACEWAY - BROADBURY KART CLUB
 Elvis Road - Broadbury
 Location, Not to Scale Date: 15 Feb 2000

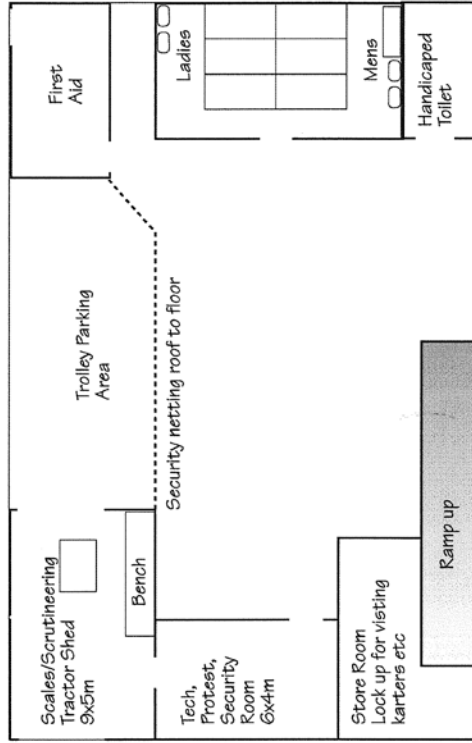


Control Tower, Level 3



Club Rooms, Level 2

SAMPLE ONLY
 This is a guide to the
 information required
 for your application
 for a Complex Rating



Ground Floor, Level 1

KARTVILLE RACEWAY - BROADBURY KART CLUB
 Elvis Road - Broadbury
 Building, Not to Scale Date: 15 Feb 2000

I.3 General contd. . .

Once a track has been licensed, no changes can be made to the track and/or complex unless prior written approval is obtained from KartSport New Zealand. Repairs and maintenance can be carried out such as fixing fences, shifting the bar inside the club rooms etc. However, relocating a fence, adding a Gravel Bed, erecting a new building or extending it, extending the circuit, changing a corner, modification to the pits etc. will need to be approved by The National Track & Safety Inspector in order to retain a Track Rating Licence. (Note: Some changes or modifications may not require a further inspection.) Track Inspectors also have the authority to withdraw/downgrade a Track Licence. KartSport New Zealand will appoint a National Track & Safety Inspector plus other Track Inspectors as required. The Track Inspectors will have the authority to inspect tracks and complexes and issue Complex Licence Ratings. The National Track & Safety Inspector will report to the National Steward.

I.4 New Complex

New complexes or extensions to an existing complex **MUST** provide all of the above drawings for approval, prior to the commencement of construction.

I.5 Procedure

All Clubs must have their Complex rated to obtain a Track Rating Licence rating. The first rating of any complex will be carried out by at least two Track Inspectors. These will be at no charge to the Club. One annual rating inspection will also be at no charge to the Club, however all reinspections will be charged to Clubs at cost. ie: travel and expenses incurred by Track Inspector(s).

I.5.1 Club Procedure

After the initial Licence Rating, any Club wishing to apply for an upgrade to their Complex Licence Rating or to request approval for a change to their complex, must apply to KartSport New Zealand Development & Administration Manager with -

1. A detailed drawing of what they wish to do.
2. The reason for the change/modification.
3. A deposit of \$100.00.
4. Be prepared to pay any reasonable expenses for travel and accommodation of the Track Inspector/s.

I.5.2 KartSport New Zealand Procedure

(Club requested Inspection)

Within 28 days of receipt of the application from a Club, and providing everything is in order the National Development & Administration Manager will forward the documentation to the National Track & Safety Inspector who will communicate with the applicant.

1. The National Track & Safety Inspector will communicate with the Club concerned and may either, request a site visit if he/she is not familiar with the complex or, give the OK to go ahead with the project. **All approvals must be given in writing**
2. A site visit will be required to confirm that the work/project has been completed to the satisfaction of the Track Inspector.
3. If work has not met the requirements or is deemed to be dangerous the Track Inspector will have the authority to either cancel the current Licence or downgrade it.

The Track Inspector will complete a form in triplicate. When a rating is achieved one copy will be for the Club, one for KartSport New Zealand's records and the 3rd copy retained by the Track Inspector. Marking is to done from D up to the point that the complex does not comply. To attain a Licence Rating the column must be 100%. No dispensations will be given if the work has not been done. Tomorrow will not be acceptable.

In grey areas of fire extinguishers, radio/telephone communication, extra toilets, security area etc. the club's confirmation that these will be on site for a particular meeting will be taken on their word but, will be noted in the comments row and what is to be supplied. It must be made clear that if the commitment is not meet the meeting will be cancelled and the Club heavily fined.

The track inspection will be carried out by the Track Inspector only. No Club representative will be permitted to accompany the Inspector, but the Inspector will reserve the right to have other KartSport New Zealand officials in attendance. However, there must be a Club official available to open buildings etc. for the Track Inspector to carry out his/her duties. The Track Inspector will discuss the markings/rating with a properly constituted meeting of either the Club Committee or a properly constituted Sub Committee. If this is to be done on another day to the inspection the Club must be prepared to pay all expenses.

1.6 Annual Inspections

The Club will be notified by KartSport New Zealand in writing, no later than 60 days prior to the expiration date of their current Track Rating Licence advising it of its inspection date. The Track Rating Licence will remain valid until this inspection date.

1.7 Grandstands etc

Grandstands and structures with public or spectator access are outside these Criteria. It is the Clubs responsibility to maintain such structures in a condition that satisfies the Local Body Authority building codes and safety regulations.

1.8 Variations and Disputes

The requirements in these criteria are the minimum standards. Any dispute arising from any inspection will be referred to the National Steward who, after consultation with the National Track & Safety Inspector, will make the final decision.

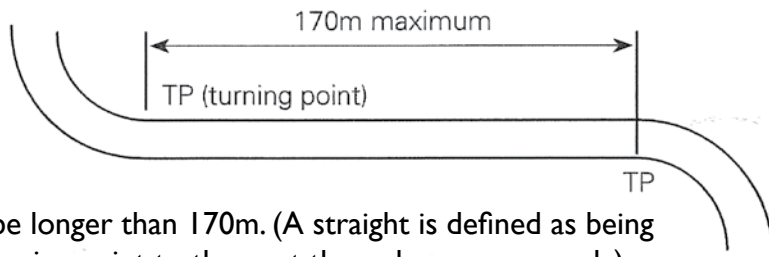
THE COMPLEX

These specifications are the minimum regulations for a permanent sprint track complex. The final approval of a circuit will be under the control of the Track Inspectors and the National Steward.

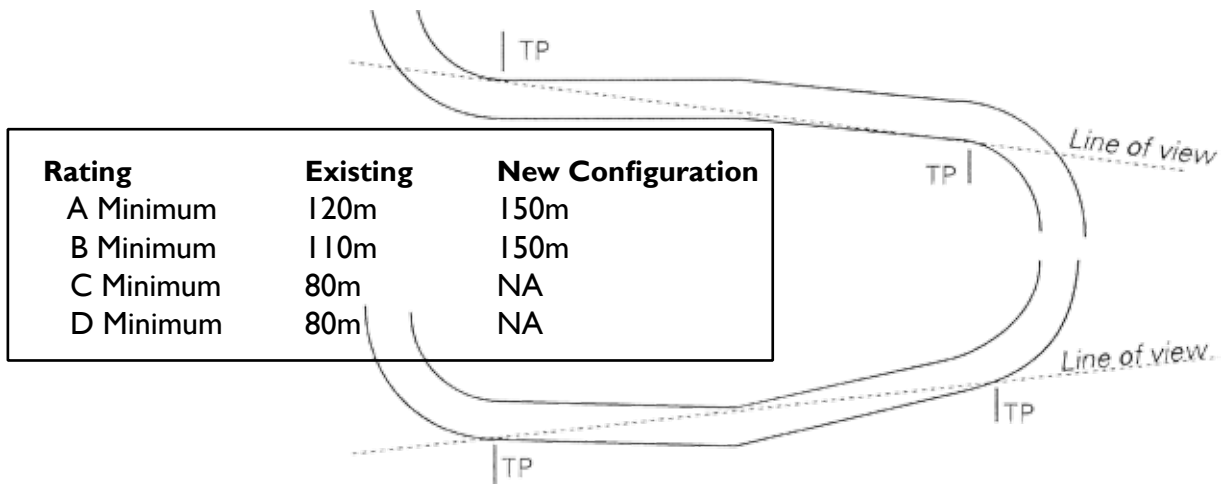
2.0 TRACK

2.1 MAIN STRAIGHT LENGTH (measured at turning points)

- Minimum 80m
- Maximum 170m



Note: No straight will be longer than 170m. (A straight is defined as being able to see from one turning point to the next through one curve only)



2.2 TRACK LENGTH (measured on center line of the circuit)

- Minimum 370m

Rating	Existing	New Tracks
A Minimum	600m	800m
B Minimum	500m	600m
C Minimum	400m	NA
D Minimum	370m	NA

2.3 TRACK WIDTH (measured usable track edge to track edge)

- Minimum width 6m

Rating	Existing	Any New Configuration or New Tracks
A Minimum	7m	8m
B Minimum	6m	8m
C Minimum	6m	NA
D Minimum	6m	NA

2.4 SECOND STRAIGHT

- Minimum 40m

Rating	
A Minimum	80m
B Minimum	60m
C Minimum	40m
D Minimum	NA

2.5 PERMANENT STARTING LIGHTS

- These are to be positioned at the end of the start straight and be easily viewed without the competitors having to move out or turn his/her body to see them and must be of sufficient brilliance to be seen when direct sunlight is on them. The Track Inspector may require the club to fit screens over the lights if cannot be seen in direct sunlight.

STARTING LIGHTS OPERATION & MEANINGS

Starting Lights must be operated by a switch by the starter. Red lights are the only acceptable colour. Lights must have the following meanings

RED LIGHTS switched on: prior to the commencement of the rolling lap, prepare to start racing

RED LIGHTS switched off: the race has started

2.6 STARTER AND/OR FINISHER STAND

- The starter must be positioned above track level and in such a position that he/she can see the start straight. Protection must be provided.
- Tracks will be rated as suitable for KZ2 Standing Starts or not. This will be noted on the respective Track Rating Certificate. To be rated suitable, tracks must have an appropriate safe area for the on track Officials to retire to during the Starting Procedure (see KartSport Manual for applicable Starting Procedure).

2.7 OPPOSITE CORNERS

- There must be a minimum of one opposite corner, ie. 4 left and 1 right.

Rating	Existing	New Tracks
A	2 opposite corners	2 opposite corners
B	1 opposite corner	2 opposite corners
C	1 opposite corner	1 opposite corner
D	1 opposite corner	1 opposite corner

2.8 FENCES

2.8.1 General

- No tyre walls or bang bags will be permitted closer than 2m from the track edge. In any new constructions or rebuilding of complexes there will be no fences or safety material other than flag marshal protection within 5m of the circuit.
- At no point around the circuit will there be a post and wire fence. Any post and wire fence whether 2 or 10 strands within 25 metres of the racing circuit is to be covered with the regulation netting and clipped as above.

2.8.2 Spectator Fence

Definition

A fence that prevents public access to the circuit.

Specification

- In spectator areas the minimum height for any fence will be 900mm. The height of spectator fencing remains under review.

Note: All gates providing access to the circuit must comply with Safety Fence specifications.

2.8.3 Safety Fence

Definition

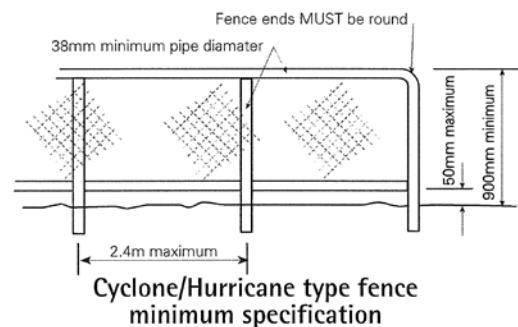
Any fence between 2m and 20m of the edge of the racing surface.

- Fence posts must be behind the netting.
- Fence posts are not to be more than 2.4 metres apart (1.6 is recommended).

Where wooden posts are used they will be either: Half round. Minimum flat face 150mm and the flat face must face the track, Square, minimum 100mm x 100mm, Round 150mm dia minimum. If round posts are used they must be rebated 20mm \pm 3mm for securing rails.

If Cyclone/Hurricane type commercial fencing with galvanised piping is used the manufactures recommendation for fitting will be accepted but the netting size must comply with the KartSport New Zealand's regulations. The minimum pipe diameter is 38mm.

- Fence rails. Top and bottom to be a minimum of 100mm x 50mm. It is recommended the bottom rail is 150mm x 50mm.
 - Flat surfaced fences. Where metal is used the minimum thickness will be roofing gauge. Overlaps must be a minimum of 50mm and dinged at back of joints as a minimum. If marine ply is used it must be minimum 3 ply, minimum thickness 7mm and dinged at back of the joints as a minimum.
 - Fences in the straights shall not be closer than 2 metres from the edge of the circuit, and must have a smooth surface for the full 900mm in height. In any new constructions or rebuilding of complexes there will be no fences or safety material other than flag marshal protection within 5m of the circuit.
 - All fencing must not have a gap from the bottom rail to the ground of more than 50mm.
 - Netting fences must be 5m from the edge of the circuit and MUST have the top and bottom wire clipped every 200mm.
- Note: Where wood is used in any construction it must be treated timber. Fence posts MUST be ground treated.
- Where net type fences are used the maximum square size will be 100mm x 100mm. (Mesh linked netting is preferred rather than the deer type netting)
 - Along all netting or mesh linked fences there must be a continuous wooden rail at ground level of minimum 150 x 50mm fixed to the posts. If rails are joined between posts the only method permitted will be the use of nail plates on at least two sides of the rail. If Cyclone/Hurricane type commercial fencing with galvanised piping is used the pipe along the bottom of the fence is acceptable.



2.8.4 Intrusion Fences/Barriers

Definition

Fences/Barriers between opposing sections of track.

- Fence posts must be behind the netting.
- Fence posts are not to be more than 2.4 metres apart (1.6 is recommended). Where wooden posts are used they will be either: Half round. Minimum flat face 150mm and the flat face must face the track, square, minimum 100mm x 100mm, Round 150mm dia minimum. If round posts are used they must be rebated 20mm ±3mm for securing rails.

If Cyclone/Hurricane type commercial fencing with galvanised piping is used the manufactures recommendation for fitting will be accepted but the netting size must comply with the KartSport New Zealand's regulations. The minimum pipe diameter is 38mm.

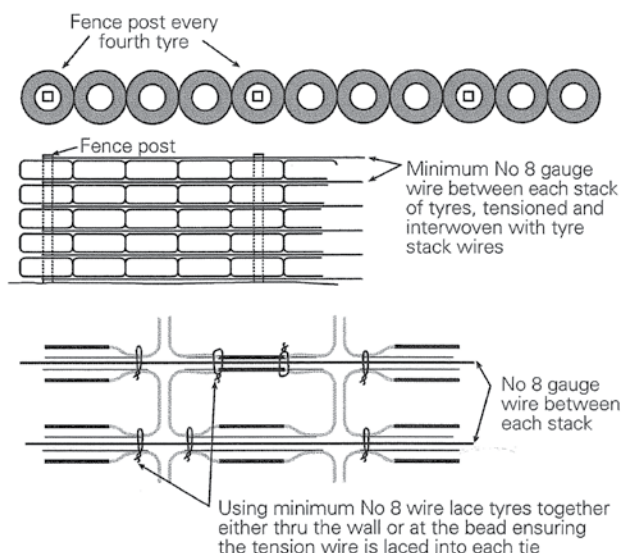
- Fence rails. Top and bottom to be a minimum of 100mm x 50mm. It is recommended the bottom rail is 150mm x 50mm.
- Flat surfaced fences must be minimum 3 ply, minimum thickness 7mm and dswanged at back of the joins as a minimum.
- Fences in the straights shall not be closer than 2 metres from the edge of the circuit, and must have a smooth surface for the full 900mm in height. In any new constructions or rebuilding of complexes there will be no fences or safety material other than flag marshal protection within 5m of the circuit.
- All fencing must not have a gap from the bottom rail to the ground of more than 50mm.
- Netting fences must be 5m from the edge of the circuit and **MUST** have the top and bottom wire clipped every 200mm.
Note: Where wood is used in any construction it must be treated timber. Fence posts **MUST** be ground treated.
- Where net type fences are used the maximum square size will be 100mm x 100mm. (Mesh linked netting is preferred rather than the deer type netting)
- Along all netting or mesh linked fences there must be a continuous wooden rail at ground level of minimum 150 x 50mm fixed to the posts. If rails are joined between posts the only method permitted will be the use of nail plates on at least two sides of the rail. If Cyclone/Hurricane type commercial fencing with galvanised piping is used the pipe along the bottom of the fence is acceptable.

2.8.5 Suspended Catch/Intrusion Fences (Hamilton Type)

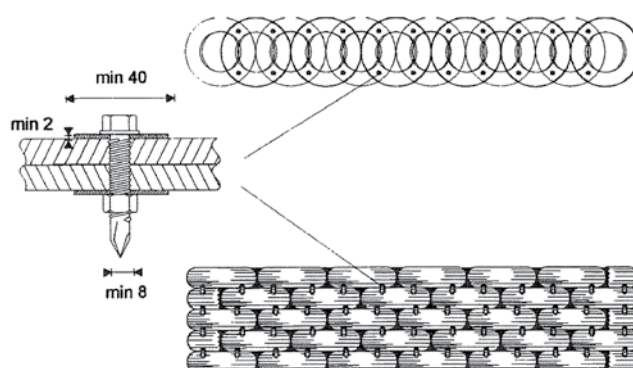
- This type of fence may be use as an alternative but specifications remain under review. Specifications are available from the National Track and Safety Inspector on request.

2.8.6 Tyre Walls

- Option 1 This specification can be used where a fence is required for opposing track but must be 900mm high. It is important that when building a tyre wall such as this that similar sized tyres are used.

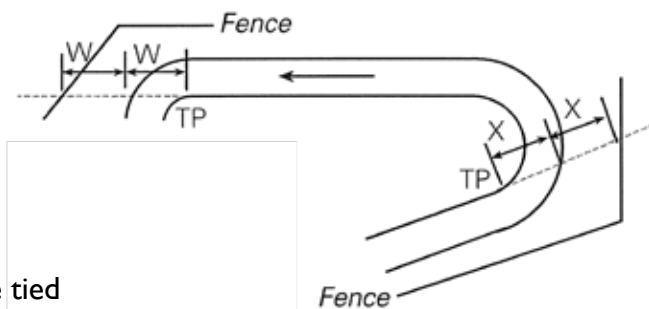


- Option 2 CIK type tyre barrier 900mm high may be used as an alternative. It is important that when building a tyre wall such as this that similar sized tyres are used. (Pictured on right)



2.9 RUN OFF AREAS

- There will be no obstruction at the end of any straight for the distance shown in drawing. The run off areas are to be clear of any obstruction. It is recommended that in run off areas, ploughed ground, or loose material be used also.
- In some areas, tyres 3 high and 3 wide tied together into a wall or “bang bang bags” may be required. (Bang bang bags are wool bags filled with plastic bottles, plastic or foam chip.)



Gravel Beds

- Gravel beds may be placed in run-off areas and must be a minimum width of 2m and filled with 5mm to 15mm graded (not crushed) gravel to a minimum thickness of 300mm and de-compacted before every competition. Gravel beds must neither be located below the track level nor preceded by a heightened verge, even slightly heightened in relation to the level of the surface of the circuit.

New construction

- In any new constructions or rebuilding of complexes the run off area at the end of the main straight will be a minimum of 15m and there will be no obstruction within 5m of

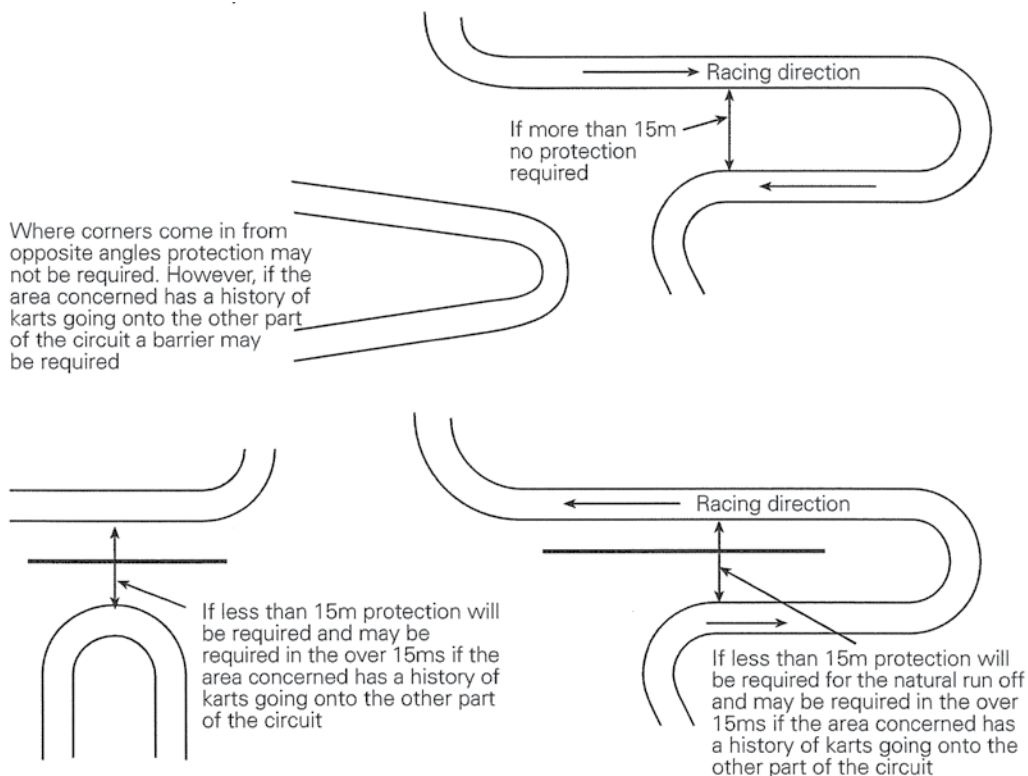
the racing track except for flag marshal protection.

Run off areas on any part of the circuit will be calculated using the length of the straight measured from turning point to turning point (rounded up). For every 10m of straight there must be 1m of run off. ie. An 80m straight would need 8m of run off, 95m straight would need 10m of run off.

2.10 OPPOSING TRACK

- Where parts of the track oppose each other and the distance between the track edges is less than 15m only an enclosed mesh fence, minimum 900mm high or a tyre wall which complies with #8 must be in place.
- Further protection as in #8 & 9 may be required.

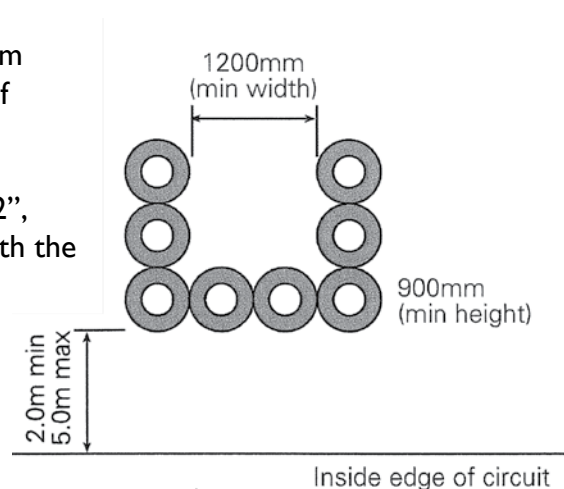
Taken into account will be the geographical part of the track concerned. ie. Distance between corners, up or down hill, entrance and exit to corners etc.



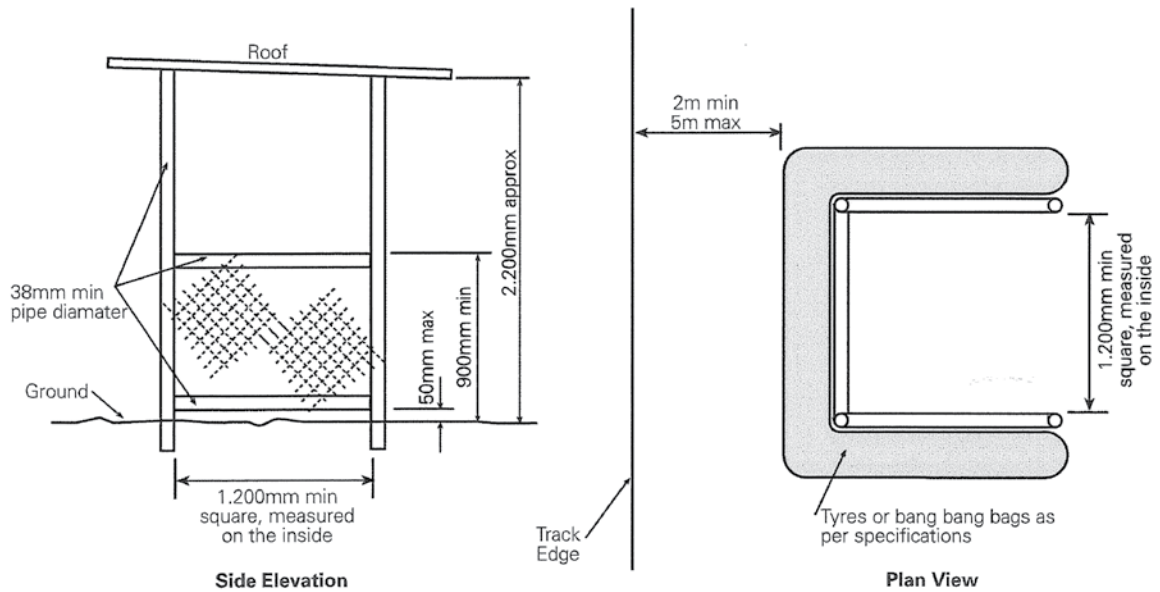
2.11 FLAG MARSHAL PROTECTION

- Flag marshal points will be at least 5m back from the corner and a minimum of 2m from the inside edge of the circuit.
- Flag marshal points will have a 900mm minimum height and a minimum internal measurement of 1200 x 1200mm.

- Option 1 constructed from tyres (Minimum 12", maximum 17" wheel size) and must comply with the drawing on the right. Tyres are not to be filled with solid material. The tyres are to be of similar size. The tyres must be tied or locked together using wire, nut and bolts or chain link. Posts inside each tyre are acceptable.



- Option 2 Cyclone fence construction must conform with the drawings below. This type of construction must have crash protection, either tyres or bang bags. Before construction seek the approval of the National Track and Safety Inspector.

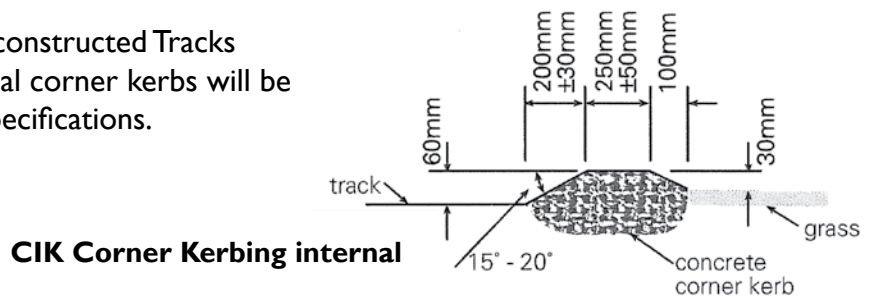


2.12 RACING SURFACE CONDITION

- The racing surface must be smooth and maintained free of holes and loose material.
- The track must be bordered along all its length on both sides by compact verges having an even surface. These verges must be free of debris or gravel and must normally be grass-covered over a minimum width of 1 metre. They must be a continuation of the transversal profile of the track, with no step between track and verge: any horizontal transition must be very gradual and progressive.

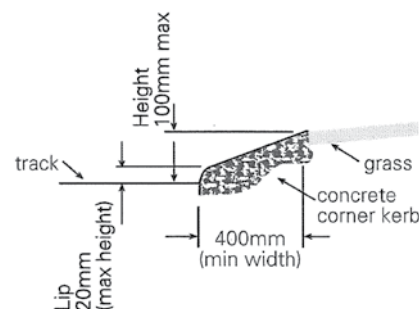
2.13 KERBING

- New, Extended or Reconstructed Tracks
All internal and external corner kerbs will be constructed to CIK specifications.

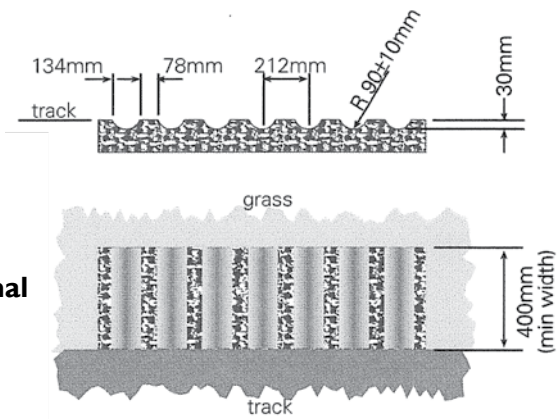


Track Edge Kerbing on Straights: Track edge kerbing on straights must be a continuation of the transversal profile of the track, with no step between the track and the edge kerbing.

- Existing Tracks
Concrete kerbing (see drawing) rounded on the track side, maximum height 100mm, minimum height 70mm, and a minimum width of 400mm is all that will be acceptable. Kerbing on the corners (inside or outside) must be continuous. Allowance for drainage points is permitted



- Judder Bars
No form of judder bars, other than CIK
External Corner Kerbing, will be permitted.

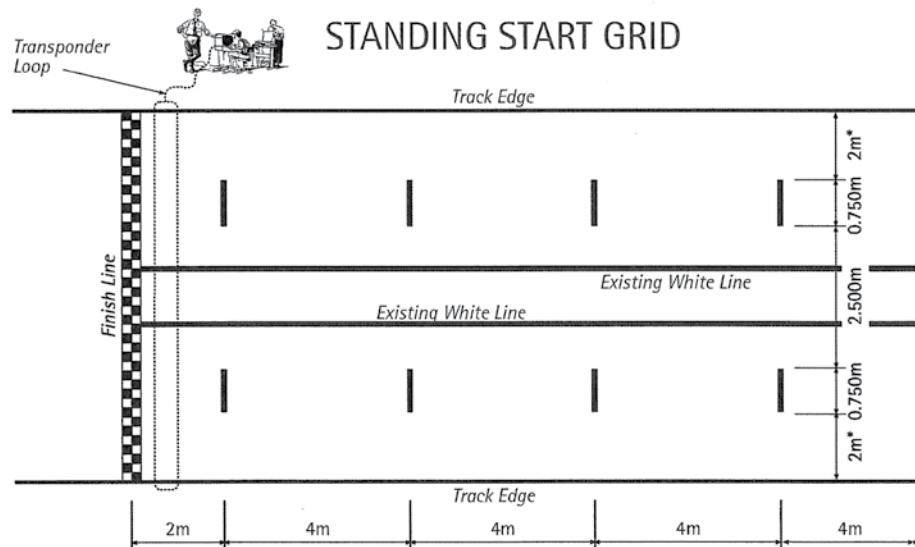


CIK Corner Kerbing external

Rating	
A	Kerbing on the inside of all corners and the outside of corners that are known to be used as kerbs
B	Kerbing as for A
C	Kerbing on inside of main corners
D	As for C

2.14 TRACK MARKING

- Two continuous lines down the centre of the start straight at least min 1.00m, (max 1.60m) apart. This line will start just after the exit from the corner prior to the start straight to the Start Line.
- A line across the track to identify the No Go line.
- A line across the track to identify the Finish Line.
- A line across the track to identify the Start Line.
- A yellow line across track approx 25m before the start line to identify the Acceleration Line.
- A line around both sides of the full circuit is strongly recommended.
(This is a requirement for an A or B rating.)
- Grids for standing starts must be marked as per the drawing and specifications below.
(This is a requirement for an A or B rating.)



Based on an 8m wide start straight.
* This measurement can be varied to the width of the start straight
All measurements are $\pm 100\text{mm}$
The width of the start grids are to be $100\text{mm} \pm 10\text{mm}$ by 750mm length
The start grids are to be in white paint

2.15 MAXIMUM FIELD SIZE

- The track Inspector will put a maximum field size on the Licence. This figure will be abided by at all times in any race.

Note: The Track Inspector will use a “rule of thumb” for determining the track limit but it will not be binding. Every 200 square metres of racing surface will equal 1 kart. (155 square metres per kart for qualifying type formats). To attain the square meterage the Track Inspector will take the average of the widest and narrowest part of the circuit and multiply this figure by the track length.

Rating	
A Minimum	24
B Minimum	20
C Minimum	16
D Minimum	12

2.16 RACING UNDER LIGHTS

The minimum lighting required for any racing, night or day is 100 Lux at all points of the circuit, measured at 500mm above the racing surface.

The Light Meter to be used to measure light levels at events will be the DER EE Digital Light Meter, Models DE 3350 or DE3351.

The placement and safety barricading of all lights, light towers and generators must be shown on the approved Track Safety Plan.

Prior to the commencement of night racing the Club must demonstrate to the Chief Steward that an uninterrupted power supply can be maintained.

Example 1. If mains supply power is used an alternative power supply must be present so that in the case of power failure the supply is maintained uninterrupted with no light failure.

Example 2. If a generator is used for power supply, a second generator or alternative power supply must be present so that in the case of generator failure the supply is maintained uninterrupted with no light failure.

In the event of a failure of the primary power source and the backup being used, racing will cease at the completion of the current lap and will not resume until the primary power source is restored or an alternative backup source is in place.

2.17 ACCELERATION LINE CONES

The only cone to be used is: RTL 450mm PVC Road Marking Cone.

2.18 SECURITY CHAINS ACROSS TRACK

If a chain (or similar Security Device) is used to secure the track from unauthorised use it must be as follows:

- Positioned so that it is visible from a kart seat when kart is on the dummy grid with pit gate open.
- Be threaded through kart tyres (or similar eg plastic tube) which have been painted with a high visibility paint colour (yellow/orange).
- With the chain removed the remaining fixed bases must not present an uneven surface to the kerbs or verges.

2.19 REPAIR LANE

Plans for Repair Lanes must have the prior approval of the National Track and Safety Inspector. Repair Lanes must be a minimum of 4.5 metres wide and include:

- a clearly marked lane 2 metres minimum wide for karts under power
- a work and starting lane 2 metres minimum wide and
- a mechanics area immediately adjacent to the track fence 0.5 metres minimum wide.



2.20 COMPLIANCE

Just because your circuit may comply with the regulations, KartSport New Zealand reserves the right to request further protection for competitors, officials and spectators.

PITS

3.1 DESIGNATED PIT AREA

- This will be defined as the area the host club will dedicate to pits. This will include the pit area marked out for the required number of karts on a base of asphalt/concrete/tar and chip.
- A minimum area for a kart is 6 square metres.

Rating

- A The designated pit area plus extended trailer/tent pit area must be a minimum of 7700 sq meters with acceptable level access but must have a pit area marked out for a minimum of 40 karts.
- B The designated pit area plus extended trailer/tent pit area must be able to accommodate a minimum of the historical entry for the event but must have a pit area marked out for a minimum of 40 karts
- C Area designated as pits for a minimum of 40 karts.
Not necessarily on a base of asphalt/concrete/tar and chip.
- D Area designated as pits for a minimum of 30 karts.
Not necessarily on a base of asphalt/concrete/tar and chip.

3.2 EXTENDED PIT AREA

- If a club wishes to define an area for extended pits outside the designated area for karters to work from tents/trailers etc. the club must comply with regulation, Pits #10, Competitor's Communication. Extended pit areas must be level with acceptable access. Acceptable access is that which allows a competitor to move their kart on a trolley to and from the pit site to the dummy grid without undue assistance.

3.3 GRID MARKED OUT

- The grid surface must be asphalt/concrete/tar and chip.
- Grid marked for a minimum of the track rating. The positions must be clearly defined.

3.4 MAINTENANCE AREA

- Marked off area for welding which must include an engineer's vice in close proximity. A minimum of an Oxy-acetylene welder with steel and brazing rods plus flux must be provided.
- The maintenance area must not be located in the weigh shed as this is controlled area.

Rating

- | | |
|---|-----|
| A | Yes |
| B | Yes |
| C | Yes |
| D | NA |

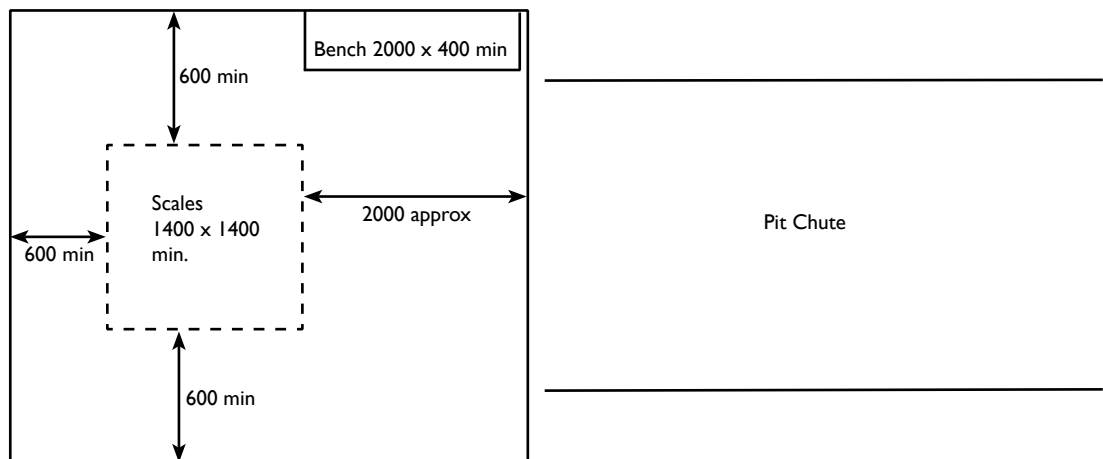
3.5 SCRUTINEERING SHED (existing facility)

- Minimum of 9 square metres. A roof will be sufficient but a wall to protect scrutineers in inclement weather is recommended. This shed will have the scales and a small bench. A stand is to be provided for karts to be placed on for scrutineering.

Rating	
A	Yes but must have walls on at least 2 sides
B	Yes but must have walls on at least 2 sides
C	Yes
D	NA

3.5 SCRUTINEERING SHED and SCALES AREA (new or upgraded facility)

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



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

Rating	
A	Yes but must have walls on at least 2 sides
B	Yes but must have walls on at least 2 sides
C	Yes
D	NA

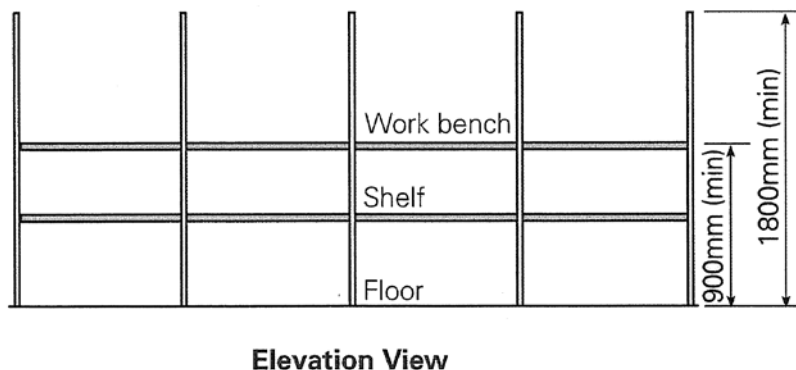
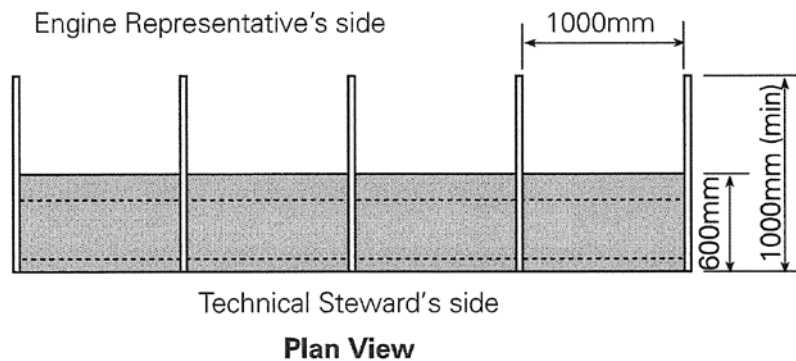
3.6 TOILETS

Adequate toilet facilities must be provided.

3.7 TECHNICAL ROOM (existing facility)

- To be in close proximity to the designated pits area and is to be a room of approx. 16 sqm. Power must be included with a minimum of two 3 pin plugs.
- Lighting must be adequate. One desk type inspection lamp must be provided.
- An island type work bench allowing the Technical Official and the Engine Representative to work on opposite sides. A shelf under the bench must be included for the Technical Steward's equipment.
- Booths that separate the Engine Representatives but open on the Technical Official's side to allow communication between the Technical Stewards. (See drawing below)
- A black/white board and chalk/pen for the Technical Officials to inform competitors who are required for technical inspection. There must be a designated point for this board to be displayed.
- A secure area must be provided in close proximity to the pit shute/scales area for the holding of surrendered equipment during the competition. This must at least 3 cubic meters in size.
- This room may not be use for any form of storage or general access until after the completion of technical inspections.

Rating	
A	All of the above (No Temporary facilities) and minimum of 4 booths.
B	All of the above (No Temporary facilities) and minimum of 4 booths.
C	Technical room, work bench as above, board, secure area.
D	Designated technical area.

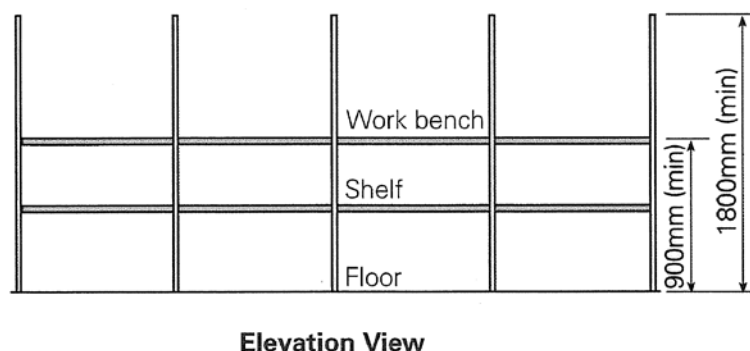
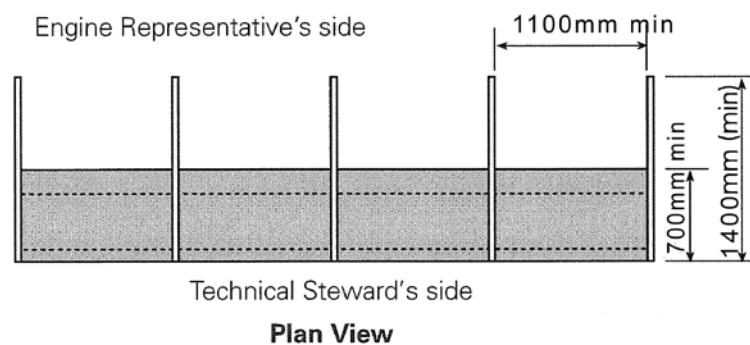


3.7 TECHNICAL ROOM (new or upgraded facility)

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

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

Note : 1100mm min width for any new benches, 1000mm for existing



3.8 STEWARD'S ROOM FOR HEARINGS (existing facility)

- A room must be made available at all times for the hearing of protests and or official's meetings. It must be easily accessible and have adequate lighting.
- The room must contain a table, 8 chairs, a white or black board (1 metre square min) and capable of accommodating a minimum of 8 persons comfortably.
- The room must be available at all times throughout the event.
- This room must not be used in any way for storage

Rating

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

3.8 STEWARD'S ROOM FOR HEARINGS (new or upgraded facility)

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

Rating

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

3.9 COMMUNICATION

- There must be communication between the control tower, starter, pit steward, scales area, protest room, technical room and chief steward of the meeting. A club must be able to prove that the communication is adequate.

Rating

- A As above plus communication between the stewards of the meeting.
- B As above plus communication between the stewards of the meeting.
- C As above.
- D NA.

3.10 COMPETITOR COMMUNICATION

- As a minimum requirement there must be an adequate public address system in the designated pit area for announcements etc. This must include any allocated tent/trailer site for a designated pit within the extended pit area or that a site fee is being charged.

Rating

- A As above but the communication must extend into the extended pit area.
- B As above but the communication must extend into the extended pit area.
- C As above.
- D NA.

3.11 NOTICE BOARD

- A result and grid board will be positioned in the official designated pit area.

3.12 SCALES

- Only metric platform scales will be acceptable. The maximum weight break will be 0.5kg. If in ground platform type scales are used the platform must be able to accommodate karts at their maximum track width.

Rating

- A As above plus a back up set must be on site.
- B As above. Plus a back up set **MUST** be available at any permitted meeting.
- C As above.
- D As above.

3.13 IMPOUND AREA (existing facility)

- An area is to be available for holding karts after the final race prior to technical inspection in complete security.
- The designated area must be capable of holding 16 karts. Approx. 60 sqm. (Note: 12m x 5m will accommodate 16 karts with ease.)
- This area must be adjacent to the pit shute/scales area, outside the designated pit area and be in such a position that only officials have access.
- Karts must be able to be taken to the impound area without having to be passed backwards over karts going into the scale area.

Rating

- A As above. (Must be permanently in place)
- B As above. (Must be permanently in place)
- C A designated area.
- D NA

3.13 IMPOUND AREA (new or upgraded facility)

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

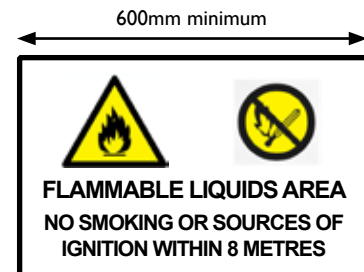
Rating	
A	Permanent facility as above.
B	Permanent facility as above.
C	A temporary designated area. as required
D	NA

3.14 PIT SHUTE

- The pit shute from the circuit to the scales shall be long enough to safely accommodate all karts to the track's maximum rated field size. It must be either asphalt/concrete/tar or chip. This area is to be in such a position that mechanics/supporters do not have access to the karts until officials have completed their duties after an event. Where spectators and crew can reach over a fence into the pit shute a 1.8 high mesh fence must be in position

3.15 SIGNAGE

- 3.15.1. At entrance to the designated pits or any area where fuel is stored there must be a "Flammable Liquids" sign. As well as the words, the signs must have the International Flammable Liquids and No Naked flames logos.



- 3.15.2. At the entrance, inside the compound and in the programme there must be a "Motor Sport Can Be Dangerous" sign. The General Caution logo is not obligatory.



- 3.15.3. If a chain (or similar Security Device) is used to block the track the following sign must be in place:
A sign on the dummy grid side of the pit gate: "Please ensure the Security Device has been removed before using Track." The General Caution logo is not obligatory.



3.16 ENGINE REVING AREA

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

Implementation

1-1-12 all KartSport New Zealand hosted events

1-1-13 all permitted events

1-1-14 all events.

All clubs encouraged to participate sooner

GENERAL

4.1 CLUB ROOMS

- These MUST be available to all competitors from when the gates open at any official event. A minimum requirement is hot and cold drinks. Where a club house is not available there must be a location where a competitor can purchase a hot or cold drink.

Rating

- A Club rooms on site and capable of accommodating 100 people.
- B Club rooms on site and capable of accommodating 50 people.
- C Minimum requirement.
- D Minimum requirement.

4.2 CONTROL TOWER

- Must be of permanent construction and command a reasonable view of the circuit.
- It must be elevated and opposite the finish line.

4.3 TOILETS

- Adequate toilet facilities must be available.

4.4 CHANGING ROOM

- There must be a room or area where competitors can change into or out of their race gear in private.

4.5 VEHICLE PARKING

- Adequate parking must be provided to meet the level of the event.

4.6 ACCESS ROADS

- Must be a minimum of metaled roads.

4.7 FLAGS

- The Club, MUST have a complete set of flags which will include three sets of Clerk of the Course flags and a minimum of one yellow, one yellow with red stripes and one blue for each corner marshal. Flags are to be maintained to a high standard and kept clean at all times.

Specifications.

Minimum flag size is 600x600mm. Colours are to be vibrant and eye catching.

Chequered Flag: This flag is made up of alternating black and white squares. The squares are to be between 100mm and 125mm (+-10mm).

Yellow flag with black cross: The black cross is to be between 60mm and 100mm (+-10mm).

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

4.8 FIRE EXTINGUISHERS

- The Club must have at the circuit a minimum of five fire extinguishers that can be put at points around the circuit and designated pit area. The location must be identified. (Note: A fire extinguisher in the club rooms or shop are not to be taken as one of the five.)

- The extinguishers **MUST** have been serviced in the last 12 months and will be a Class B extinguisher. Minimum weight 4kg. A test certificate must be provided at the annual track inspection
- In shops and club rooms the correct fire protection as laid down by your Local Council by laws is to be in place.

4.9 TELEPHONE

- A telephone must be available in case of emergencies.

4.10 SIGNAGE

4.10.1 At the Complex entrance, inside the compound and in the programme there must be a “Motor Sport Can Be Dangerous” sign. The General Caution logo is not obligatory.



4.10.2 If a chain (or similar Security Device) is used to block the track a sign at the Complex entrance must be displayed:
 “Security Devices have been placed across this Track to prevent unauthorised use.”
 The General Caution logo is not obligatory.



4.11 OFFICIAL NOTICE BOARD

The official notice board will be positioned in an area that has ease of access to all competitors and be in a position that competitors heading to the out grid can view the board to confirm their grid position.

The board must:

- Be in the official designated pit area
- Be of such size to be able to display the grids, results, the permit if applicable, supplementary regulations, programme for the day and notices from the Stewards.
- Have a clear front and positioned out of inclement weather.
- Have sufficient fixing points to display the required notices. Fixing can be by drawing pins or clips.
- Be able to display A4 sheets of paper as either landscape or portrait without overlapping.
- It is acceptable to have two or more boards to make up the minimum size.

Rating	Minimum page display
A	15
B	15
C	12
D	6

4.12 CLUTCH TEST BAR

A clutch test bar as specified in the KartSport Manual must be available for use.

Rating	
A	Yes
B	Yes
C	Yes
D	Yes

TRACK COMPLEX RATING FORM _____

This is to be completed in full. Marking is to be done from D up to the point that the complex does not comply. To attain a Licence Rating the column must be 100%. In the areas of noncompliance, mark to the level of dispensation and in the comments row identify the area and what dispensation has been given. Dispensation can only be given if the work has been done. Tomorrow will not be acceptable.

In grey areas of fire extinguishers, radio/telephone communication, extra toilets, security area etc. the club's confirmation that these will be on site for a particular meeting must be taken on their word but, **MUST** be noted in the comments row and what is to be supplied. It must be made clear to the club that if their commitment is not meet the meeting may be cancelled and/or the club heavily fined.

The track inspection will be carried out by the Track Inspector only. No club representative will be permitted to accompany the Inspector, but the Inspector will reserve the right to have other KartSport New Zealand officials in attendance. However, there must be a club official available to open buildings etc. for the Track Inspector to carry out his/her duties.

The Track Inspector will discuss the markings/rating with a properly constituted meeting of the club's committee. If this is to be done on another day to the inspection the club must be prepared to pay all expenses.

This Track Complex Licence is Issued To

Club: _____:

Location: _____:

Date of Inspection: _____:

Name of Track Inspector/s: _____

Name of Club Official available: _____

KartSport New Zealand officials involved in inspection: _____

Complex Licence Rating: _____

Conditions: _____

Signed:

Track Inspector/s

Club Official

Club Witness

Printed Names:

TRACK

Does Not Comply

D

C

B

A

1. MAIN STRAIGHT LENGTH (Measured TP to TP)

80m

80m

110m

120m

Comment: _____

2. TRACK LENGTH (Measured at centre line)

370m

400m

500m

600m

Comment: _____

3. TRACK WIDTH (Measured edge to edge at narrowest point)

6m

6m

6m

7m

Comment: _____

4. SECOND STRAIGHT LENGTH (Measured TP to TP)

NA

40m

60m

80m

Comment: _____

5. PERMANENT STARTING LIGHTS THAT COMPLY

Yes

Yes

Yes

Yes

Comment: _____

6. STARTER/FINISHER STAND STARTER/FINISHER PROTECTION

General

Yes

Yes

Yes

Yes

KZ2 Standing Starts

Yes

Yes

Yes

Yes

Comment: _____

TRACK contd... _____

Does Not Comply

D

C

B

A

7. OPPOSITE CORNERS

1

1

1

2

Comment: _____

8. SAFETY FENCES COMPLY

Yes

Yes

Yes

Yes

Comment: _____

9. RUN OFF AREAS COMPLY

Yes

Yes

Yes

Yes

Comment: _____

10. OPPOSING TRACKS COMPLY

Yes

Yes

Yes

Yes

Comment: _____

11. FLAG MARSHAL POINTS COMPLY

Yes

Yes

Yes

Yes

Comment: _____

TRACK contd...

Does Not Comply

D

C

B

A

12. RACING SURFACE CONDITION

Yes

Yes

Yes

Yes

Comment: _____

13. CONCRETE KERBING (See page 11 for requirements)

Yes

Yes

Yes

Yes

Comment: _____

14. TRACK MARKING

Two continuous lines for start

Yes

Yes

Yes

Yes

No Go Line

Yes

Yes

Yes

Yes

Finish Line

Yes

Yes

Yes

Yes

Start Line

Yes

Yes

Yes

Yes

Acceleration

Yes

Yes

Yes

Yes

2 lines around the circuit

Yes

Yes

Yes

Yes

Comment: _____

15. MAXIMUM FIELD SIZE (Note number if different to stated numbers)

12

16

20

24

Comment: _____

16. RACING UNDER LIGHTS

Yes

Yes

Yes

Yes

Comment: _____

TRACK contd... ---

	Does Not Comply	D	C	B	A
17. COMPLIANT CONES FOR ACCELERATION LINE	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
18. SECURITY CHAIN ACROSS TRACK	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
19. REPAIR LANE	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes

PITS

Does Not Comply

D

C

B

A

1. DESIGNATED PIT AREA (See page 13 for requirements)

Yes

Yes

Yes

Yes

Comment: _____

2. EXTENDED PIT AREA

Yes

Yes

Yes

Yes

Comment: _____

3. GRID MARKED OUT FOR TRACK RATING

Yes

Yes

Yes

Yes

Comment: _____

4. MAINTENANCE AREA

NA

Yes

Yes

Yes

Comment: _____

5. SCRUTINEERING SHED

NA

Yes

Yes

Yes

Comment: _____

6. TOILETS

Yes

Yes

Yes

Yes

Comment: _____

PITS contd ... _____

Does Not Comply

D

C

B

A

7. TECHNICAL ROOM (See page 14 for all requirements)

Yes

Yes

Yes

Yes

Comment: _____

BOOTHS/BENCH

NA

Yes

Yes

Yes

Comment: _____

TECHNICAL INSPECTION BOARD

NA

Yes

Yes

Yes

Comment: _____

SECURE AREA

NA

Yes

Yes

Yes

Comment: _____

8. PROTEST ROOM

Yes

Yes

Yes

Yes

Comment: _____

9. COMMUNICATION

Yes

Yes

Yes

Yes

Comment: _____

PITS contd ... _____

Does Not Comply

D

C

B

A

10. COMPETITOR COMMUNICATION

NA

NA

Yes

Yes

Comment: _____

11. NOTICE BOARDS

Yes

Yes

Yes

Yes

Comment: _____

12. SCALES

Yes

Yes

Yes

Yes

Comment: _____

13. IMPOUND AREA

NA

Yes

Yes

Yes

Comment: _____

14. PIT SHUTE

Yes

Yes

Yes

Yes

Comment: _____

15. SIGNAGE

Yes

Yes

Yes

Yes

Comment: _____

PITS contd ... ---

Does Not Comply D C B A

16. ENGINE REVVING AREA

I-1-12 all KartSport New Zealand hosted events

I-1-13 all permitted events

I-1-14 all events.

Yes

Yes

Yes

Yes

Comment:

GENERAL

Does Not Comply

D

C

B

A

1. CLUB ROOMS

Yes

Yes

Yes

Yes

Comment: _____

2. CONTROL TOWER

Yes

Yes

Yes

Yes

Comment: _____

3. TOILETS

Yes

Yes

Yes

Yes

Comment: _____

4. CHANGING ROOM

Yes

Yes

Yes

Yes

Comment: _____

5. VEHICLE PARKING

Yes

Yes

Yes

Yes

Comment: _____

6. ACCESS ROADS

Yes

Yes

Yes

Yes

Comment: _____

GENERAL contd ... _____

Does Not Comply

D

C

B

A

7. FLAGS

Yes

Yes

Yes

Yes

Comment: _____

8. FIRE EXTINGUISHERS

Yes

Yes

Yes

Yes

Comment: _____

9. TELEPHONE

Yes

Yes

Yes

Yes

Comment: _____

10. SIGNAGE

Yes

Yes

Yes

Yes

Comment: _____

11. PIT BOARD

Yes

Yes

Yes

Yes

Comment: _____

12. CLUTCH TEST BAR

Yes

Yes

Yes

Yes

Comment: _____

