



Rule Changes from the Executive

Issue #2011-8 Published 2-9-11 Including Round 23 Proposals and 2011 National Conference Direction from Clubs

Changes/New sections underlined

Rule C4.1 Right to Protest

Replace Rule C4.1 with the following:

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.
- 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.

Implementation: Immediate (Clarification)

Reason: Clarification. The KartSport New Zealand Appeal Board and the Sports Tribunal addressed this issue recently via a protest lodged at a Club Day event and confirmed the above clarification.

Rule C4.6 Inadmissible Protest

Replace Rule C4.1 with the following:

C4.6 INADMISSABLE 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.

Implementation: Immediate (Clarification)

Reason: Clarification. The KartSport New Zealand Appeal Board and the Sports Tribunal addressed this issue recently via a protest lodged at a Club Day event and confirmed the above clarification. Correction to Rule reference.

Rule D1 INTERPRETATION OF REGULATIONS, CODES, RULES & SPECIFICATIONS

Replace the current Rule with the following:

D1 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:

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

Implementation: 1-10-11

Reason: To clarify that the application and execution (eg measuring instruments to be used) will be determined by the respective person/body. (ref issues raised in BOP NZRMC R3 Inquiry). Note: In line with change made to Constitution regulation B6 at 2011 National Conference. Note: The KartSport New Zealand Constitution Clause B6 was similarly updated by Notice of Motion at the 2011 National Conference.

Rule E3.2 JUNIOR RESTRICTED 100cc YAMAHA

Replace Rule E3.2 with the following:

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)

Implementation: 1-1-12

Reason: Support from Clubs at 2011 National Conference following presentation and analysis of latest Weight Survey.

Rule E3.5 100cc YAMAHA LIGHT

Replace Rule E3.5 with the following:

E3.5 100cc YAMAHA LIGHT

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

Clutch: Optional (Rule M2)

MAW: 144 kg.

Fuel: Pump petrol (Rule L4.1)

Brakes:

Front wheel brakes not permitted.

Tyre restricted class. (Rule L3.5)

Implementation: **1-1-12**

Reason: Support from Clubs at 2011 National Conference following presentation and analysis of latest Weight Survey.

Rule F1.5 (a) Accidents and Illness

Replace the current Rule with the following:

- (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 guardian/representative) is required to notify the KartSport New Zealand Medical Officer within 5 days of the accident.

Implementation: **Immediate (safety)**

Reason: To clarify who needs to be notified and to ensure this is normally prior to the following weekend.

G1.2 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 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, carburetors and tyres. 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 and Specifications governing kart competition.

Attendance at Drivers Briefing is compulsory for all competitors and the nominated parent/guardian of minors.

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).

Implementation: **Immediate (safety)**

Reason: To ensure the First Aid people have prior knowledge of a competitor's medical condition should the competitor later be involved in an incident requiring medical intervention. Update terminology.

NOTES: **Clubs to advise their respective first aid provider.**
Race Officials to note for Drivers Briefings.

New Rule G1.15 Revving Kart Engines

Add the following new Rule:

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.

Reasons: Round 23 proposal supported by 8 Clubs. Executive supports this proposal, but with phase in as noted. This is definitely a matter of health, safety and enjoyment (noise intrusion) with excessive revving now a regular practice. This is harmful to the hearing of both the competitors revving their engine and the other competitors who are unfortunately pitted beside these revving engines. The rear wheels spinning at high speed is also a safety issue. KartSport New Zealand has stopped the practice of revving and skidding wheels on the dummy grid and this will follow on from that. KartSport Auckland has an area for this and our club has run this in recent time with great success. The competitors at Taranaki including the Gold Star round followed this system very successfully. All clubs encouraged to participate sooner.

Rule H1.11 BLUE & RED DOUBLE DIAGONAL FLAG

Replace Rule H1.11 with the following:

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 driver 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.

Implementation: **Immediate (clarification)**

Reason: Clarification. This flag was not intended to be used at events using the five heat format, eg NZ Schools Championships.

Rule J2.3 ROLLING START

Replace the current Rule with the following:

J2.3 ROLLING START: Karts must form on the pit grid in their allocated grid positions. Pit Marshal will advise ~~Start Motors~~ Single motors have thirty seconds, twin motors sixty seconds in which to start. Drivers failing to start a motor must indicate with one arm raised. On reaching the time limit specified or before if all motors are fired, the Pit Marshal will indicate move out. Karts which fail to start within the specified time limit cannot leave the pit grid after the rest of the field has left the pit grid and commenced the rolling lap. The rolling lap commences when the rest of the field has crossed the No-Go line for the first time

Implementation: 1-1-12

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

Section K

Change heading to read:

K SPECIFICATIONS - CHASSIS

Implementation: 1-10-11

Reason: To align with change to D1.

Rule K1.46 Rear Axle

Add the following new Rule:

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.

Implementation: 1-10-11

Reason : Construction is defined as being magnetic steel construction to be checked using Rule M9. This specification is based on international rules.

Rule K4.12 Rear Axle International Class

Add the following new Rule:

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.

Implementation: 1-10-11

Reason : To align with new rule K1.46 and international regulations regarding SuperKart International class axles.

Section L

Change heading to read:

L SPECIFICATIONS - GENERAL

Implementation: 1-10-11

Reason: To align with change to D1.

Rule L2.1 Number Plates

Replace Rule L2.1 with the following:

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

Implementation: 1-1-12

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

Rule L2.2 Number Plates

Replace Rule L2.2 Number Plates with the following:

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.

Implementation: 1-1-12

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

Rule L2.4

Replace Rule L2.4 with the following:

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.

Implementation: *Immediate (clarification).*

Reason : Previous wording is obsolete and contradicts L2.6.

Rule L2.6 Plate Size

Replace Rule L2.6 Plate Size with the following:

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.

Implementation: 1-1-12

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

Rule L3.5 TYRE RESTRICTIONS

Add new Rule L3.5 (c) as follows:

(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.

Implementation: **1-10-11**

Reason: Introduction of new control dry tyre for KF2. Support from Clubs in Round 23.
Price will be adjusted annually based on currency exchange rate movement.
Prices for Period 1 (1-10-11 to 31-3-12):

Set	\$330
Front Pair	\$155
Rear Pair	\$175

Rule L5 Intake Silencer Option B

Replace Rule L5 Intake Silencer Option B with the following:

L5 INTAKE SILENCER: (Air box)

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.

Implementation : **Immediate (clarification).**

Reason : Clarification from CIK regarding removal of unused portion of mounting nozzle and removal of specific CIK numbers to save continuous updates to manual for each homologation period.

Rule M2.1 MAXIMUM REVS PERMITTED BEFORE CLUTCH ENGAGEMENT

Replace Rule M2.1 MAXIMUM REVS PERMITTED BEFORE CLUTCH ENGAGEMENT with the following:

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 FR125 Max Junior	<u>4000</u> 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	<u>4000</u> rpm

Implementation : 1-10-11

Reason : Further research and testing has shown that the increased limit of 3500 rpm was insufficient with some new clutches that engaged at between 3600 and 3750 rpm. It has now been determined that BRP Rotax have also increased the limit in 2011. This new limit allows a clear tolerance and will be achievable for both new and used clutches provided components are kept clean (no grease or oil present) and clutches are maintained correctly.

Section N

Change heading to read:

N SPECIFICATIONS - ENGINES

Implementation: 1-10-11

Reason: To align with change to D1.

Rule N1.12 Yamaha KT100 CYLINDER HEAD

Replace Rule N1.12 Yamaha KT100 CYLINDER HEAD with the following:

N1.12 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 1.219 mm (0.048 in). The combustion chamber volume must not be less than 11cc. 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.

Diagram and all associated notations and dimensions remain unchanged

Implementation : 1-10-11

Reason : Eliminate visual inspection that can lead to misinterpretation or inconsistency in determining two threads for plug protrusion. Provide a way to accurately and consistently control this area. Wording tidy up for clarity.

Note : Gauges will be available from the National Technical Officer from September at \$13.20 each including GST and postage.

Rule N4.7 KF3, KF2 & KZ2 INLET SILENCER

Replace Rule N4.7 KF3, KF2 & KZ2 INLET SILENCER with the following:

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.

Implementation : *Immediate (clarification)*

Reason : Align all areas of inlet silencers for KZ2, KF3 and KF2 in one rule and delete reference in individual class rules

Rule N6.12 KZ2 Intake Silencer

Delete Rule N6.12

Implementation : *Immediate (clarification). Covered in N4.7.*

Reason : Align all areas of inlet silencers for KZ2, KF3 and KF2 in one place within Rule N4.7.

Rule N8 Seventh bullet point

Delete Rule N8 seventh bullet point.

Implementation : *Immediate (clarification). Covered in N4.7.*

Reason : Align all areas of inlet silencers for KZ2, KF3 and KF2 in one place within Rule N4.7.

Rule N9

Delete Rule N9 sixth bullet point.

Implementation : *Immediate (clarification). Covered in N4.7.*

Reason : Align all areas of inlet silencers for KZ2, KF3 and KF2 in one place within Rule N4.7.

Rule N12.2 Rotax FR125 Max

Replace Rule N12.2 – (fourth bullet point) with the following:

- 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.

Implementation : *Immediate (clarification)*

Reason : Clarification . the clutch is a part of the overall package.

Rule N12.7 Rotax FR125 Max CLUTCH

Replace Rule N12.7 with the following:

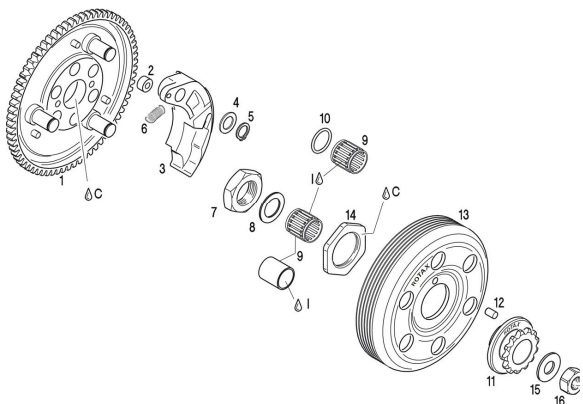
N12.7 CLUTCH: There are two styles of clutch permitted.

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.

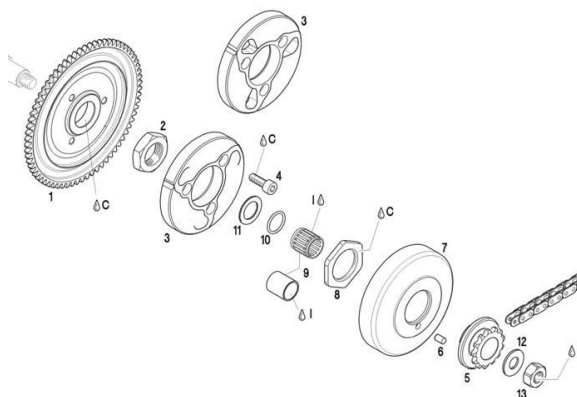
Style 2 . uses starter gear assembly (Rotax # 434840) with centrifugal clutch (Rotax # 659902 or # 659907) and clutch drum (Rotax # 659930). It is mandatory to fit the balance gear set (Rotax # 234436) if this style clutch is used.

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.

Style 1 :-



Style 2 :-



Implementation : **1-10-11**

Reason : Tidy up of current requirements and part numbers for clarity. Make use of O-ring mandatory when using needle cage bearing to prevent grease/oil entering the clutch drum area.

Rule N12.15 Rotax FR125 Max Exhaust System

Replace Rule N12.15 with the following:

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 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.

Implementation : *Immediate (clarification)*

Reason : Rotax have introduced this new part as a retrofit kit for the Micro MAX class and plan to allow the additional mat as an optional part for other classes from 2012. KartSport New Zealand together with the Rotax Max engine distributor in New Zealand have determined that there is no requirement for this option in New Zealand.

New Rule Rotax Max N12.34 PISTON RING

Add the following new Rule:

N12.34 PISTON RING: The ring must be original Rotax marked with part number 215547 or 215548.

Implementation : *Immediate – notification of introduction by Rotax dated 18th July 2011.*

Reason : Rotax notified on 18th July 2011 of a new ring (part # 215548) to replace existing ring (part #215547). The new ring has a modified shape to reduce the risk of piston ring failures and an improved coating on the running surface to avoid the marking (stripes) of the piston ring in the cylinder. Both piston rings are marked with the appropriate part number.

Rule N14.2 Rotax FR125 Junior Max

Replace Rule N14.2 – (fourth bullet point) with the following:

- 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.

Implementation : *Immediate (clarification)*

Reason : Clarification . the clutch is a part of the overall package.

Rule N14.7 Rotax FR125 Junior Max CLUTCH

Replace Rule N14.7 with the following:

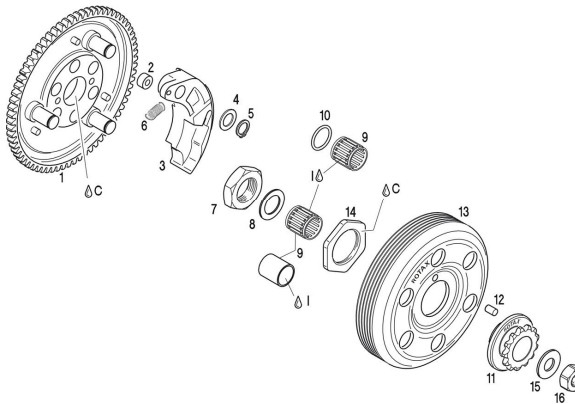
N14.7 CLUTCH: There are two styles of clutch permitted.

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.

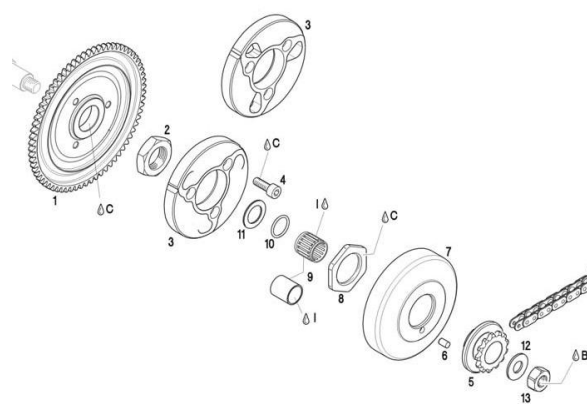
Style 2 . uses starter gear assembly (Rotax # 434840) with centrifugal clutch (Rotax # 659902 or # 659907) and clutch drum (Rotax # 659930). It is mandatory to fit the balance gear set (Rotax # 234436) if this style clutch is used.

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.

Style 1 :-



Style 2 :-



Implementation : 1-10-11

Reason : Tidy up of current requirements and part numbers for clarity. Make use of O-ring mandatory when using needle cage bearing to prevent grease/oil entering the clutch drum area.

Rule N14.14 Rotax FR125 Junior Max Exhaust System

Replace Rule N14.14 with the following :-

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.

Implementation : **Immediate (clarification)**

Reason : Rotax have introduced this new part as a retrofit kit for the Micro MAX class and plan to allow the additional mat as an optional part for other classes from 2012. KartSport New Zealand together with the Rotax Max engine distributor in New Zealand have determined that there is no requirement for this option in New Zealand.

New Rule Rotax Junior Max N14.32 PISTON RING

Add the following new Rule

N14.32 PISTON RING: The ring must be original Rotax marked with part number 215547 or 215548.

Implementation : ***Immediate – notification of introduction by Rotax dated 18th July 2011.***

Reason : Rotax notified on 18th July 2011 of a new ring (part # 215548) to replace existing ring (part #215547). The new ring has a modified shape to reduce the risk of piston ring failures and an improved coating on the running surface to avoid the marking (stripes) of the piston ring in the cylinder. Both piston rings are marked with the appropriate part number.

Rule R1.12 GROUP A EVENTS Licence Rating Requirement

Replace this section of the Rule as follows:

Licence Rating Requirement:

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

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

Implementation: **1-1-12**

Reason: Support from Club in Round 23. The Executive have successfully given dispensation in the past two years for the CIK Trophy Classes to be B rated. It will enable ~~series~~ series+ to race within this event. This allows for building bigger and better events, and eases calendar congestion.
NOTE: With the use of the blue and red double diagonal flag.

Yamaha KT100 - Change to Metric

The objective of these Rule Changes is to move all measurements to metric (two decimal places) and provide imperial equivalent (where imperial has been previously used) then making the metric the standard unit of measure.

All imperial equivalents will be removed after a 5 years.

At present all engines except the Yamaha KT100 use metric dimensions.

Replace the respective rules in General Notes (Section L), Technical Procedures (Section M) and Yamaha KT100 (Section N1) with the following:

Implementation : **1-1-12 for all**

Reason for all: Provide a metric measurement to two decimal places as standard.

L6.4 Unless otherwise specified all maximum and minimum listed dimensions are plus or minus 0.03 mm.

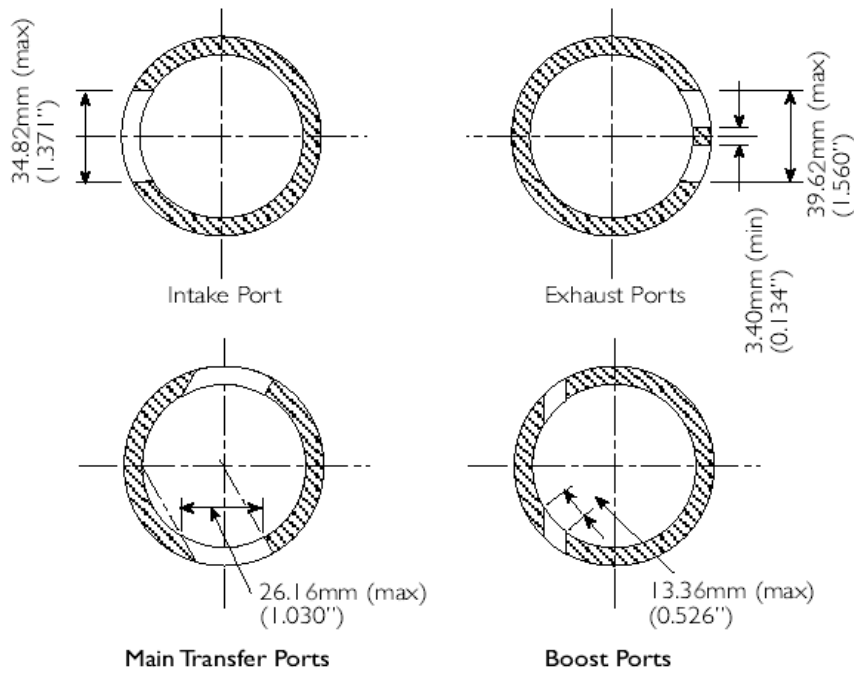
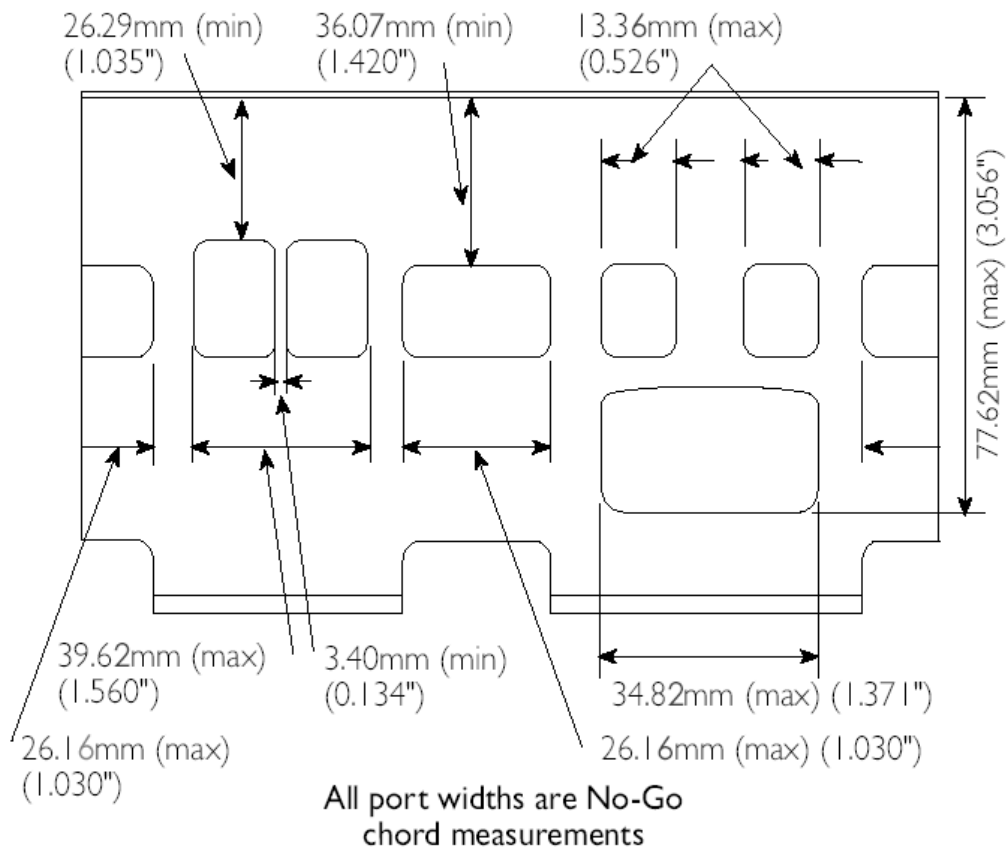
L6.5 Although measurements may be provided in both metric and imperial, the imperial measurements are for reference only and if any discrepancy is found between the metric measurements and the imperial equivalent, then the metric measurement shall be the standard measurement.

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 oversize the head must be refitted and the bore size rechecked.

N1.6 DISPLACEMENT: The maximum bore and stroke are: BORE 53.000 mm (2.087 in), STROKE 46.13 mm (1.816 in).

N1.7 EXHAUST, INTAKE AND TRANSFER PORTS:

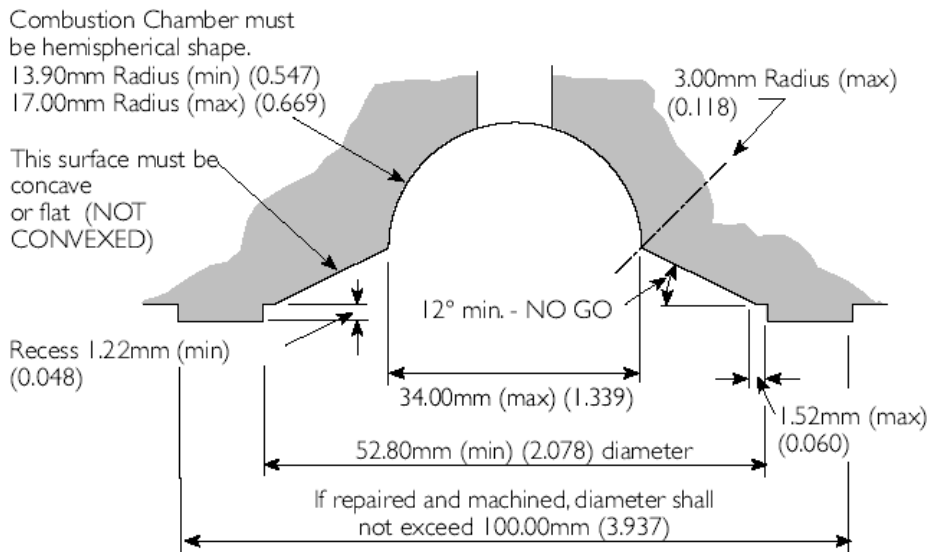


N1.9 CYLINDER LENGTH: Measured from the base of the aluminium to the head gasket recess. The cylinder length must be 80.26 mm min (3.160 in) 80.90 mm max (3.185 in).

N1.10 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.

N1.11 HEAD GASKET THICKNESS: Minimum 0.51 mm (0.020 in). Material shall be copper or aluminium. No chemical or sealing compounds allowed.

N1.12 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 11cc. 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~~ Stock Appearing head must be as per the diagram and all dimensions and notations apply.



N1.16 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).

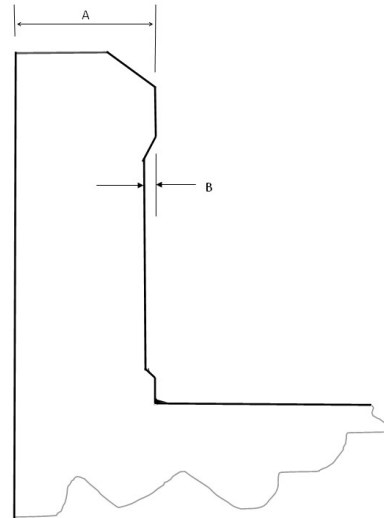
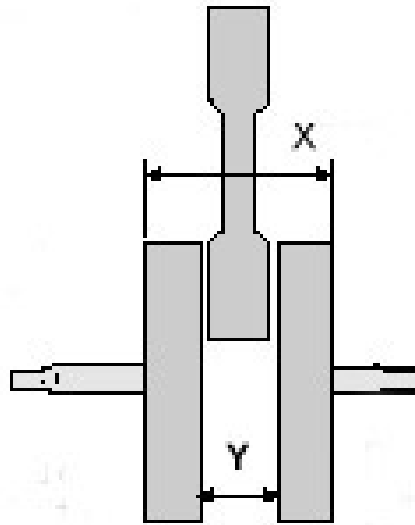
Overall width (X) 45.59 mm min (1.795 in).

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.



N1.19 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 Victor11DA-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.

N1.20 CARBURETTOR:

- (1) High Speed Needle Seat 2.06 mm No-Go (0.081in)
- (2) Low Speed Needle Seat 1.51 mm No-Go (0.0595in)
- (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 (1.010in)
- (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

N1.23 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).

N1.24 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).

KartSport New Zealand Track and Complex Code Updates

Technical area requirements

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

Replace the respective rules with the following:

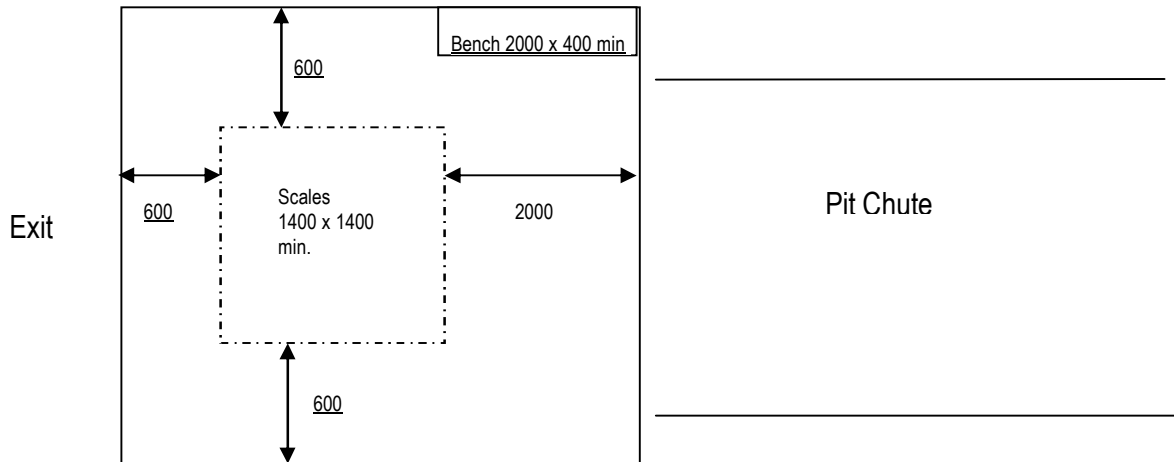
Implementation : ***For all upgrades and new construction.***

Reason for all: Provide improved standard for upgraded and new facilities.
NOTE: The drawing dimensions have been modified following Round 23 based on feedback from Clubs.

PITS

3.5. SCUTINEERING SHED and SCALES AREA

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



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

Rating

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

3.7. TECHNICAL ROOM

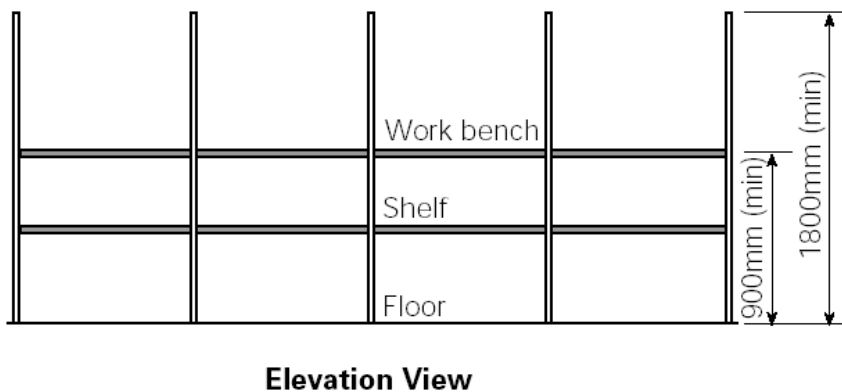
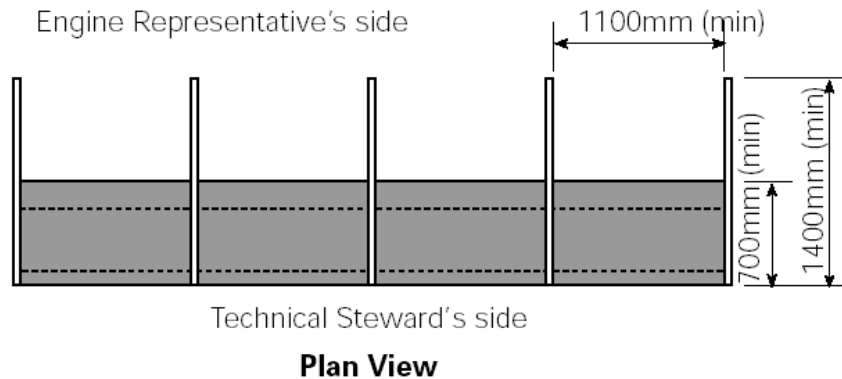
- 1 To be in close proximity to the scrutineering/scales shed and is to be a room of 20 sqm minimum size for A and B rating and 16 sqm minimum for C rating. Power must be included with a minimum of two 3 pin outlets available.
- 2 The Technical Room must be a permanent structure and totally secure and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

Rating

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

Changes to drawing dimensions

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



3.8. STEWARD'S ROOM FOR HEARINGS

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

Rating

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

3.13. IMPOUND AREA

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

Rating

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

New Rule 3.16 Engine Revving Area

Add the following new rule:

3.16 ENGINE REVVING AREA

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

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

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

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