



Rule Changes from the Executive

Issue #2017-5 Published 1-9-17

Updates underlined:

Rule C2.18.9 Judge of Fact Reports

Replace the current Rules with the following:

C2.18.9 Reports

At each event each Judge shall send to the Clerk of the Course a report of their declarations as they occur. Judge of Fact decisions will be notified in the Announcements section of the My-Laps competition results. These Judge of Fact decisions will not require a separate written notification to a competitor.

Implementation: 1-10-17

Reason: To save Race Officials spending lots of time writing up (uncontestable) JoF decisions and then having to go and find the competitor to serve the paperwork. Notification via the Announcements section on the results sheet has been successfully trialled at various events in recent months.

Rule C4.2 LODGING OF PROTEST

Replace the current Rules with the following:

C4.2 LODGING OF PROTEST

Competitor

Every protest shall be in writing on a Penalty Notification/Request Form and will be accompanied by a fee, the amount of which shall be set from time to time by KartSport New Zealand. This fee may only be returned if the protest is upheld. Every protest lodged will contain the substance of the complaint and the appropriate penalty as determined from the standard penalty list. For Technical Protests see Rule C4.10.

Official

Protests from an Official will take the form of a Penalty Notification.

The Penalty Notification will be in writing and contain the substance of the complaint and the appropriate penalty as determined from the standard penalty list. Option for Group F Club Days only: The penalty is not contestable by the competitor and therefore not subject to a Steward's Panel Hearing or subsequent Appeal. This option can be used following the prior agreement of the Chief Steward and the event Convenor and must be notified by way of posting a Supplementary Rule for the event on the Official Notice Board and noted verbally at Drivers Briefing.

Implementation: 1-10-17

Reason: To help simplify/speed up Club Days and thus enable Race Officials to have more time to multi task (Ref C2.5 PLURALITY OF DUTIES). IE The Race Official's ruling is effectively a "Judge of Fact" decision on a Club Day when this option is used.

Rule D1.2 AGE GROUPS

Replace the current Rules with the following:

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

CADET AGE GROUP: Being competitors aged 6 and under 11 years. A competitor under the age of 7 years. can only hold a Club Day Licence.

JUNIOR RESTRICTED AGE GROUP: Being competitors aged 9 and under 13 years.

JUNIOR CLUBSPORT AGE GROUP: Being competitors aged 11 and under 17 years.

JUNIOR AGE GROUP: Being competitors aged 12 and under 17 years.

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

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

Implementation: 1-10-17

Reason: See D3.1 update.

Rule D1.3 AGE GROUP UPGRADING

Replace the current Rules with the following:

D1.3 AGE GROUP UPGRADING: A competitor, upon reaching the lower age limit for their next respective Age Group may:

- (a) Immediately move into Junior Restricted/Junior ClubSport/Junior/Senior Age Group.
- (b) Continue in their respective Age Group until the maximum age limit is reached.
- (c) When upgrading, each respective licence book **MUST** be forwarded to the Competition Licence Secretary immediately for amendment. 'The administration/delivery charge for the upgrade is \$20.00.
- (d) Changing to a younger Age Group is not permitted.
- (e) A competitor can only compete with one respective Age Group Licence at an event. (eg competing on a Junior ClubSport Licence or Junior Licence and a Senior Licence at the same event is not permitted.)
- (f) A competitor's current Licence Rating is carried forward to the next Age Group Licence.

Implementation: Immediate (clarification)

Reason: Clarification of current practice.

Rule D3.1 Licence Ratings – Sprint

Replace the current Rules with the following:

D3.1 SPRINT:

D3.1.1 'Club Day':

All new competitors start with a Club Day Licence which is valid for Club Day (Group F) competition only. New competitors will compete at the rear of the grid with a separate 'X' plate for a minimum of three events. The 'X' plate may be removed and the respective grid position taken following the permission of a Grade 1, 2 or 3 Race Official. Section 1 (Flags) of the compulsory multi-choice questionnaire will be completed at this time and noted in the log book.

D3.1.2 'Tier 2' Rating: Required for Group E Events

To promote a Club Day competitor to 'Tier 2' the competitor's Licence must be signed, /stamped and dated by a KartSport New Zealand Grade 1, 2 or 3 Race Official plus the Chief Steward of the event. The competitor must have met the required competency on track, passed the compulsory questionnaire (in full) and competed at the required number of Club Day events.

Option 1 - Three successful Club Day assessments of competency plus questionnaire.

Option 2 - Attend '*Explore and Learn*' ACADEMY course then one successful Club Day assessment of competency plus questionnaire.

Note : If using Option 2, the ACADEMY course must be completed first followed by the race day assessment.

D3.1.3 'Tier 1' Rating: Required for Group A, B and C Events. (May also be required, at the National Steward's discretion, for other events.) To promote a 'Tier 2' competitor to 'Tier 1' the competitor's Licence must be signed, /stamped and dated by a KartSport New Zealand Grade 1 or 2 Race Official plus the Chief Steward of the event. The competitor must have met the required competency on track, passed the compulsory questionnaire and competed at the required number of Group E events.

Option 1 - Minimum of three events (two being a Group E) at a minimum of 2 different tracks. Show competency as required and complete questionnaire 100%.

Option 2 - Attend a '*Hot Shots*' ACADEMY course then one Group E event. Show competency as required and complete questionnaire 100%.

Note : If using Option 2 the ACADEMY course must be completed first followed by the race day assessment.

Implementation: 1-10-17

Reason: To reduce the number of events required to gain Tier 2 rating and simplify the options for Tier 1 rating.

NOTE for Race Officials: The Licence Rating section layout in the back of the Log Book will be progressively updated as Licences are renewed.

Rule J1.1 TRACK DEFINITION:

Replace the current rule with the following

Rule J1.1 TRACK DEFINITION: Competitors must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but kerbs are not.

A competitor will be judged to have left the track if no part of the kart remains in contact with the track.

Implementation: 1-10-17

Reason: The existing rule is proving to be unmanageable and not in the best interests of competitors or officials taking into account existing track corner layouts and a lack of self-policing kerbing. Kerbs are a track issue that Clubs need to address.

This rule change will also align us with our neighbours Karting Australia and the CIK-FIA.

Rule J2.24 Mixed Classes Starting Line Up - Sprint Racing

Replace the current Rule with the following:

J2.24 Mixed Classes Starting Line Up - Sprint Racing

- For events using pre determined grid draws, mixed classes will be gridded with the faster class(es) to the front. eg Light in front of Heavy, Formula Junior ahead of Junior 100cc Yamaha, etc. Option for Group F Club Days only: Rotax Light/Rotax Heavy, 100cc Yamaha Light/100cc Yamaha Heavy and ClubSport LO206 Light/ClubSport LO206 Heavy classes maybe mixed for predetermined grid draw competition at the discretion of the Chief Steward. For this option all competitors with an X plate start at rear of the combined field.
- For events using CIK style qualifying, mixed classes will be gridded fastest to the front for heats based on Time Trial times for all mixed classes combined. For Pre-Final and Final normal grids apply (ie as per Rule P1.6 and P1.7)
- On Club Days competitors with an X plate will be gridded at the rear of their respective class group (NOTE: Club Day option above).
- For permitted events the mixing of classes must be notified in the Supplementary Rules for the event.
- The combined field will address the start in tight formation without gaps and all karts will start racing once the start signal is given.
- For pre determined grid draws should the class in front have an odd number of competitors the pole kart of the second class will start behind the last odd numbered grid position kart of the front class. The driver gridded #2 in the second class must leave a gap and start beside the pole kart of the second class. (Similar for subsequent classes should there be more than two classes in the race.)

Implementation: 1-10-17

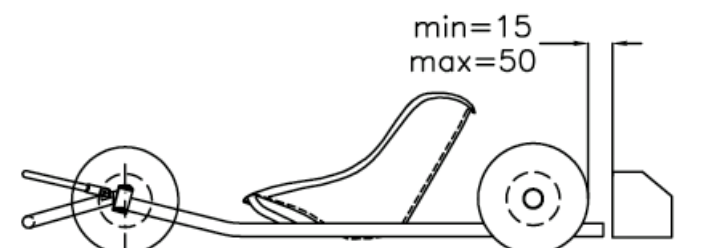
Reason: To permit flexibility at Club Days especially where new Club Day Light class competitors with X plates would rather start at the rear of the combined field rather than in the middle of the mixed Light/Heavy field.

Rule K1.6 REAR BUMPER

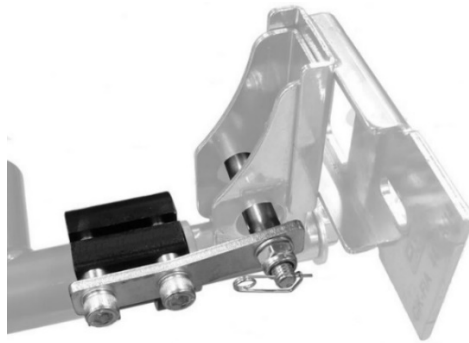
Replace the current Rule with the following:

K1.6 REAR BUMPER: The fitting of a CIK homologated rear protection pod is required:

- The rear protection pod and fittings are CIK homologated and are both marked with their respective CIK-FIA homologation number (eg "5/CA/17").
- Ground clearance: 25mm min and 60mm max.
- The rear protection pod does not extend rearwards of the centre line of the axle by more than 400mm.
- Clearance to the rear tyre (see drawing below).



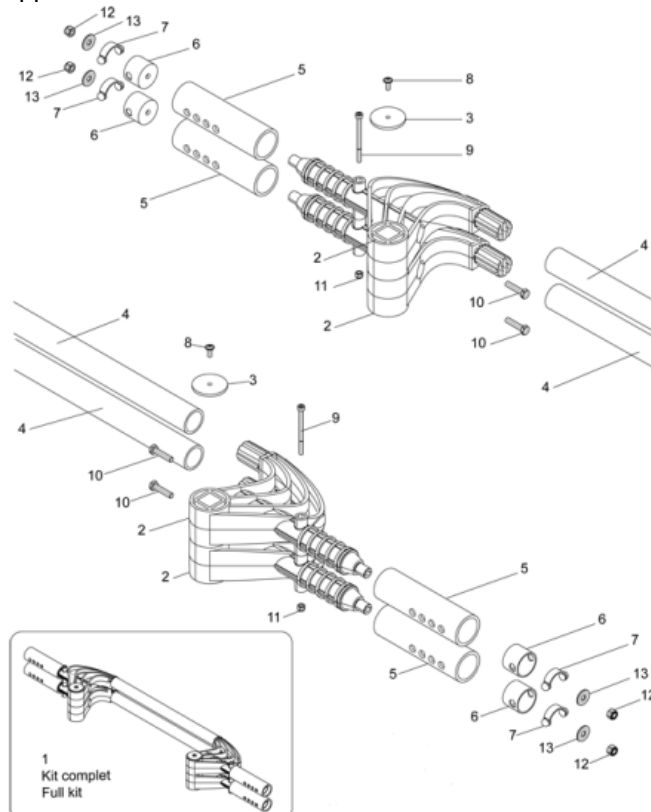
- It is recommended that a secondary restraint, with the primary purpose of securing a loose rear protection pod/fittings, is used. (see picture for example.)



It is not permitted to modify the chassis to fit the rear protection pod (chassis modification only allowed by the Manufacturer of the chassis, in the respect of the Chassis Homologation Form and of possible Extensions. (See K3.17 for Cadet chassis exception).

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

Rotax DD2 Classes Only: Chassis must be fitted with OEM Rotax Rear Tyre Protection system (either 2 or 3 tube options) complete with all components. (See drawing) No parts can be added or removed from original (except for adding safety wire to secure parts (2) and (4) together (optional). Rollers must be red type with covered outside, part no.570055 (See picture). Damaged/cracked parts must be replaced with new OEM parts. No plastic welding permitted. Rotax DD2 karts running in the Open class may use the Rotax Rear Tyre Protection system. Note K1.8 applies.





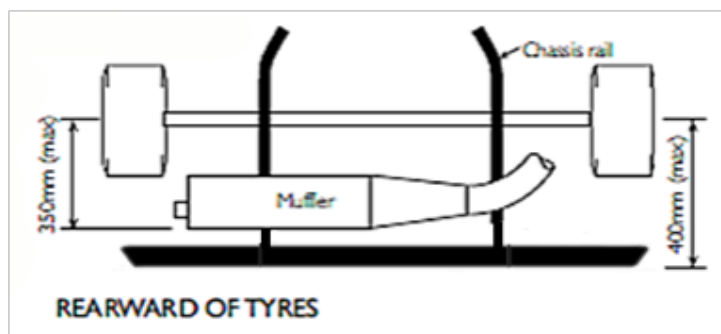
Implementation: 1-3-18

Reason: Catch up with most of the rest of the world where rear protection pods have been standard issue on new chassis for up to 11 years. Currently competitors buying new chassis are often paying extra for locally made steel rear bumpers due to perceived/actual performance gain. Introduction of rear protection pods is necessary for the progressive implementation of push back nose cones for Group A-E events.

Rule K1.7 REARWARD OF TYRES

Replace the current Rule with the following:

K1.7 REARWARD OF TYRES: The rear most part of the exhaust system excluding mounting brackets may be rearward of the centre line of the rear axle to 350mm maximum. The rear protection pod including exhaust brackets may be rearward of the centre line of the rear axle to 400mm maximum. The exhaust must be within an extended line across the inside of the rear protection pod.



Implementation: 1-3-18

Reason: See K1.6 above.

Rule K1.42 NOSE CONE

Replace the current Rule with the following:

K1.42 NOSE CONE: The fitting of a nose cone is compulsory at all events for all classes (except for Dirt and Road events where a nose spoiler may be used as an alternative). For all classes, except Cadet ROK, Cadet Raket and Vortex Mini ROK, the nose cone must be CIK-FIA homologated and be fixed using its corresponding homologated mounting bars and other homologated components. Mounting bars must either carry their original official homologation number and markings or be manufactured from an equivalent material in a shape and with a tube wall thickness to match the homologated mounting bars.

Cadet classes must use a CSAI or CIK-FIA homologated nose cone or a nose cone. The minimum width measurement does not apply to Cadet classes.

Vortex Mini ROK must use either a CSAI or a CIK/FIA homologated nose cone.

The nose cone must be of sound construction, unmodified, with a uniform and smooth surface and not incorporate holes other than for fixing. The only accepted method of fixing the nose cone in all classes (except Cadet) is by the CIK/FIA homologated nose cone fixing method. On Cadet classes the nose cone may be attached at two points by a mechanical fastening device.

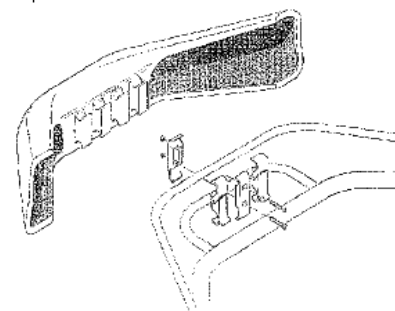
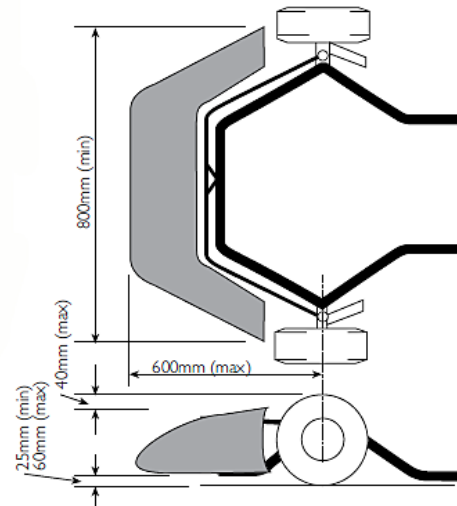
The nose cone must never at any time cut the plane through the outside of the front tyres, with the front wheels in the straight ahead position.

Fixing Clips can only be fitted with the latch lever pointing towards the track (see picture).

A single cable tie may be used to secure the top hook of each clip to the top bar (see picture).

It is not permitted to add extra securing devices/cable ties to the latch lever and/or the lower hook.

Cadet chassis are permitted to use two 8mm cable ties between the upper and lower mounting bars for the purposes of mounting a transponder bracket (See K1.44).

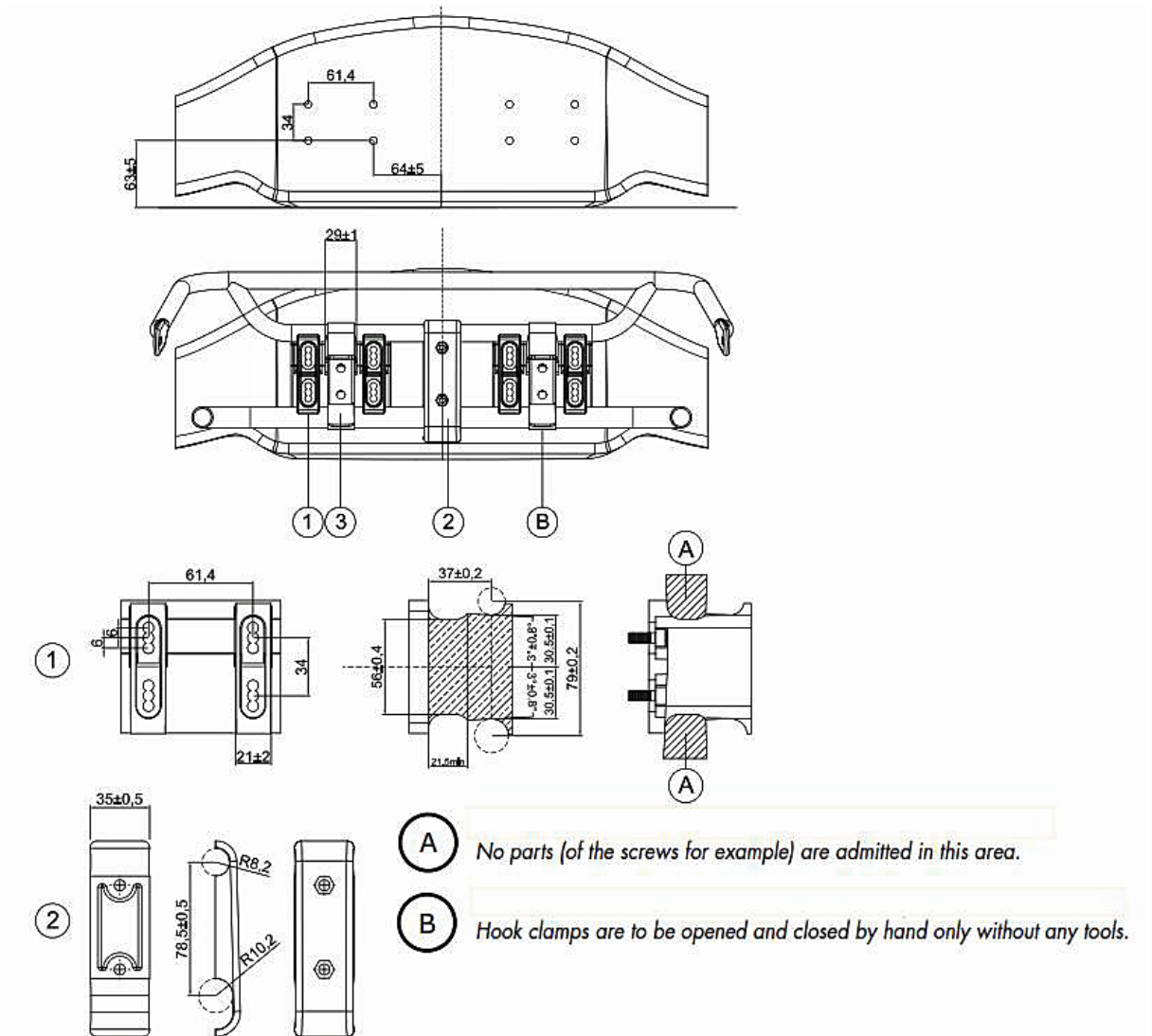


CIK NOSE CONE FIXING METHOD FOR CIK/02.



K1.42.1 Push Back Nose Cones: At events where Push Back Nose Cones are required, the following will apply.

- The use of the CIK-FIA homologated nose cone mounting kit (the “Mounting Kit”) of the bodywork homologation period 2015 – 2020 is mandatory.
- The nose cone (using the Mounting Kit) must be in the correct position at all times when on track (I.e. from time the kart leaves the Out Grid until it returns to the In Grid.) (See CIK-FIA Technical Drawings below.)
- CIK-FIA Technical Drawing No.2c – Nose Cone Mounting Kit



1. It is only permitted to fix the nose cone onto the kart using the nose cone mounting kit. No other device is authorised. It must be possible for the nose cone to move freely back in the direction of the chassis without any obstruction from any part that may restrict movement.
2. The front bumpers (lower and upper tube) must be rigidly connected with the chassis and must have a smooth surface. Any mechanical work or other intervention to maximize the friction of the front bumpers is strictly forbidden.
3. At all times there must be a clearance of 27mm minimum at all points between the front bumpers (lower and upper tube) and the nose cone.

Definition – Nose cone Mounting Kit

1. Mounting bracket kit for nose cone (2 pieces + 8 screws in total). Must be embossed with the CIK-FIA logo and homologation number 1/CA/20 - 01/01/ET (see picture).
2. Front bumper support (2 half shells + 2 screws in total).
3. Adjustable hook clamps (the 2 pieces, shall be made of metal).

CIK Logo & Homologation number shall be embossed on each piece.

1. Mounting bracket kit for front fairing (the two (2) pieces shall be made of plastic).
2. Front bumper support (the two (2) half shells shall be made of plastic).

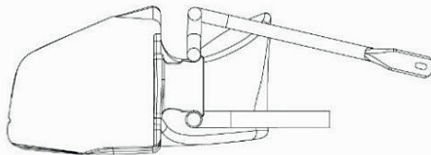


DESSINS TECHNIQUES
TECHNICAL DRAWINGS

DESSIN TECHNIQUE N° 2d

Installation correcte du «Carénage Avant»

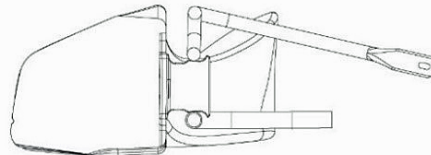
Position correcte / Correct position



TECHNICAL DRAWING No. 2d

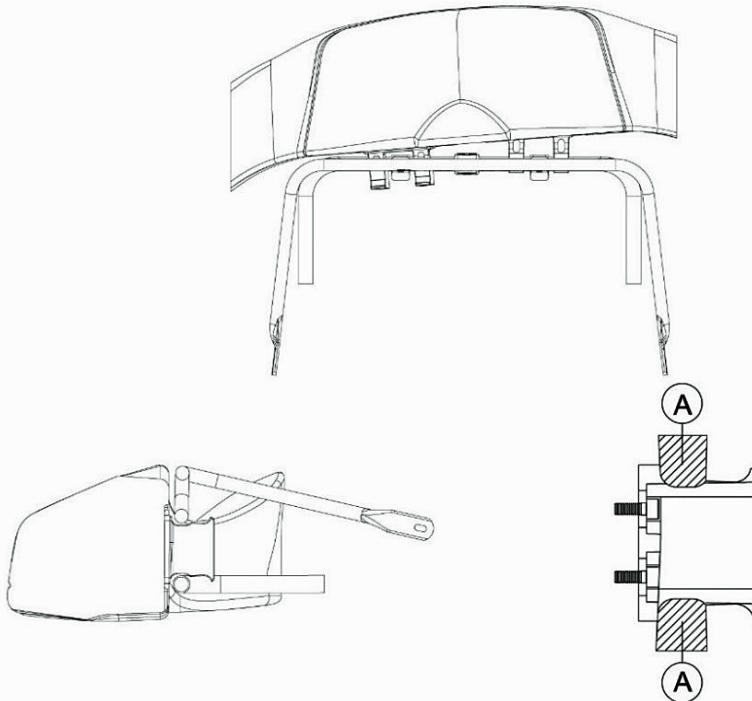
Correct installation of the "Front Fairing"

Position acceptable / Acceptable position



Position non acceptable si une quelconque partie des tubes du pare-chocs avant se trouve dans les zones marquées (A).

Not acceptable position if any part of the tubes of the front bumper are in the marked areas (A).



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Implementation:

- 1-1-18 at Group E events where requested by Series/Event promoter and noted in respective Supplementary Rules.
- 1-3-18 for most non-Senior classes (ie Cadet ROK, Vortex Mini ROK, Junior 100cc Yamaha, 125cc Rotax Max Junior, Formula Junior, Junior ClubSport LO206 and Junior ClubSport 120) at all Group A, B, C and E events.
- All classes at 2018 NZ Sprint, NZ Schools, and Island Sprint Championships.
- 1-1-19 for all classes at all Group A, B, C and E events.

Reason: Push back nose cones have become the norm in many countries around the world in recent years. During 2017 these have been trialled on the 125cc Rotax Junior class at most rounds of the NZRMC. The result has been greatly improved driving standards and far less damage to karts. This change will see the progressive implementation of push back nose cones for all events except Group F Club Days.

Rule K3.16 Cadet Nose Cone

Replace the current Rule with the following:

K3.16 NOSE CONE: Must be fitted. Either a CSAI or CIK-FIA homologated Nose Cone, or a Nose Cone as per K1.42, is permitted. CSAI and CIK-FIA Nose Cones must be fitted using their homologated mounting components and fasteners. Rule K1.42 for fitting details.

K3.16.1 **Push Back Nose Cones:** At events where Push Back Nose Cones are required, the mounting kit and clearances noted in Rule K1.42.1 will apply.

Implementation:

- 1-1-18 at Group E events where requested by Series/Event promoter and noted in respective Supplementary Rules.
- 1-3-18 for most non-Senior classes (ie Cadet ROK, Vortex Mini ROK, Junior 100cc Yamaha, 125cc Rotax Max Junior, Formula Junior, Junior ClubSport LO206 and Junior ClubSport 120) at all Group A, B, C and E events.
- All classes at 2018 NZ Sprint, NZ Schools, and Island Sprint Championships.
- 1-1-19 for all classes at all Group A, B, C and E events.

Reason: Push back nose cones have become the norm in many countries around the world in recent years. During 2017 these have been trialled on the 125cc Rotax Junior class at most rounds of the NZRMC. The result has been greatly improved driving standards and far less damage to karts. This change will see the progressive implementation of push back nose cones for all Sprint events except Group F Club Days.

Rule K3.17 REAR BUMPER

Replace the current Rule with the following:

K3.17 REAR BUMPER: As per K1.6. The fitting of a rear protection pod is required as follows:

- The rear protection pod and fittings to be CSAI or CIK-FIA homologated.
- Ground clearance: 25mm min and 60mm max.
- The rear protection pod must not extend rearwards of the centre line of the axle by more than 400mm.
- Note K1.8 applies.
- Chassis tube extensions kits may be fitted to rear of older chassis (Kiwi Kart frames prior to chassis #238) to provide sufficient clearance between the rear tyre and the rear protection pod. See Rule K1.6 drawing.

Implementation: 1-3-18

Reason: Catch up with most of the rest of the world where rear protection pods have been standard issue on new chassis for up to 11 years. Currently competitors buying new chassis are often paying extra for locally made steel rear bumpers due to perceived/actual performance gain. Introduction of rear protection pods is necessary for the progressive implementation of push back nose cones for Group A-E events. Kiwi Kart will have a chassis extension kit available for older Cadet chassis.

Rule N4.7 KZ2 Intake Silencer

Replace the current Rule with the following:

N4.7 INLET SILENCER: An inlet silencer currently or previously homologated by the CIK-FIA is mandatory (NOTE: deleted CIK-FIA homologation 27/SA/24 is permitted for competition in New Zealand until 31 December 2024). An internal air filter is compulsory in CIK homologated silencers. For KZ2 ducts of 30 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

Reason: To allow this commonly used inlet silencer to continue to be used in NZ until 2024 despite it having been deleted by CIK-FIA.