

## **INTRODUCTION:**

**The following documents have been reproduced to assist a new karter to have a safe and enjoyable start in their kartsport.**

### **References:**

Kartsport New Zealand <http://www.kartsport.org.nz>

Kartsport Wellington <http://www.kartsportwellington.co.nz>

We acknowledge the support and information received from Kartsport New Zealand and Kartsport Wellington.

No material may be copied or reproduced without written consent

## **Getting Started In Karting**

### **Buying a Kart**

The decision to buy a kart should not be taken lightly. There are a great deal of things to consider and we will try and outline some of them here. The first consideration is finding the right class for your age and/or weight.

Once the appropriate class has been established the next step is to set about purchasing the correct kart. The kart must conform to all of the required specifications and rules. If buying new, the kart will not come with an engine and this will need to be purchased separately. Buying second hand can be cheaper and the kart may come with an engine, but again it is essential to ensure that both the kart and engine meet the rules and specifications for the particular class.

There are a number of excellent kart shops within Auckland who will be only too pleased to show you the various options of makes and models available, both new and second hand. However some of the best advice about buying a kart can be obtained from the karters themselves and these people will always go out of their way to assist and offer advice to new people in the sport. The best way to obtain this advice is to go along to a kart meeting and talk to the people there and look at the various karts being used. Kartsport Auckland have on their website, details of their location and meeting dates.

### **Joining a Club**

Before you can race or in many cases practice you must be a financial member of the Club. Kartsport Auckland offers various classes of membership such as family, junior, senior and social. Membership rates for each type vary. Membership is on an annual basis and entitles you to use the Clubs facilities, receive newsletters and attend meetings etc.

## **Competition Licence**

A competitor must hold a KartSport New Zealand Competition Licence before taking part in any competition. There are two types of competition licence available.

## **One Day Licence**

One day licences are available only at club days at permanent sprint tracks for any driver who does not hold a current KartSport New Zealand full licence. Only 3 one day licences may be issued per person per year and are purchased directly from the Club.

The one day licence enables a new competitor to compete for a day at the Club without having to obtain a full KartSport New Zealand competition licence.

## **Full KartSport New Zealand Licence**

This is only available from the KartSport New Zealand Competition Licence Secretary on application. An applicant must complete the appropriate application form and medical declaration and become a financial member of an affiliated Club. For an applicant under 18 years of age a birth certificate is also required.

The completed application forms, proof of Club membership and licence fee must be sent to the Competition Licence Secretary who will process the application and issue the licence. There is a concession rate for subsequent family members residing at the same address provided the first member pays a full licence fee.

Licence application forms and full details are available from Auckland Kart Club. These application forms should be completed at the time of becoming a member of the Club.

## **Practice**

It is a good idea to get in some practice laps before going to your first race meeting. Each Club has time restrictions – check with the club. You should always have another person with you who is capable of driving a motor vehicle should any accident occur. All the required safety equipment must be worn and all rules need to be followed. If possible get an experienced karter to go along with you or ask advice from others who may be practicing as well as this will be the quickest and easiest way to learn.

## **Race Formats**

There are different types of race formats used depending on the type of racing (sprint or SuperKart) and details of all formats can be found in the KartSport New Zealand rule book which can be downloaded from the Downloads page of Kartsport New Zealand at [www.kartsport.org.nz](http://www.kartsport.org.nz)

For sprint racing there are two main points systems used, the KartSport New Zealand predetermined grid system and the CIK system.

The KartSport New Zealand predetermined system has four heats plus a final. The grids for the first four heats are predetermined and drawn from a hat. Points are awarded 1 for first, 2 for second, 3 for third etc. At the end of the first four heats the points are totalled and the grids for the final are decided by lowest points to the front. After the final race points are awarded, the total points for all five races are added together and then the worst race points are dropped to provide the final points for the meeting. The winner is the competitor with the lowest points.

The CIK system uses time trials to determine grids for up to three preliminary races. Points are awarded for the preliminary races and these points are used to determine grids for a pre final. The finishing position in the pre final determines the grids for the final and the winner of the final is the winner of the meeting. There are other types of race formats used however these are the main ones

## **First Race Day**

After purchasing a kart, joining a Club, obtaining a competition licence and doing some practice laps you should be ready to compete at your first race meeting. This can be a little daunting for a new karter so we will try to outline some of the more important points here. Remember, if in doubt, always ask someone from your new club as they will be more than happy to assist you.

A couple of points to note first of all. Firstly it is a requirement for all new competitors to have an additional back number plate fitted with a large black cross on it. This is to let other competitors know that you are new and you should ensure that you have this fitted before you get to the track. Secondly you should be very familiar with and know exactly what each flag used at a race meeting is for. Again it is a good idea to learn this before your first meeting. The rules for all flags can be found in the KartSport New Zealand rule book that you will receive when you get your licence.

You will need to pack all your gear (and kart) into a trailer or suitable vehicle for transportation to the track. Make a check list of things to take such as petrol, oil, tools, licence, race suit, helmet, wet weather gear etc so you will not forget anything. Try to get to the track early so you will have plenty of time to unload, get a pit space and set up and complete all of the preliminary formalities that need to be done before racing commences.

Most race days have the same format while the times may vary slightly.

Gates will open around 7.30am so you should plan to arrive around this time or shortly after. Unload your kart and equipment and set up a site in the pits and then park your vehicle.

The kart needs to be scrutineered before you can race and you will also need to enter for the days event. Scrutineering will be available from maybe 9.30 am so you should have plenty of time. When you take your kart to the scrutineering area make sure that it is clean and that you also have your race gear and licence with you. The scrutineers will check your kart for legality with the rules and also for safety. If something is not correct you will be told about it and asked to go away and fix it before returning to have it rechecked. If your kart passes scrutineering it will have a sticker put on it and this sticker must remain on for the entire day.

Following scrutineering you must enter for the days racing. Entries are usually taken in the clubrooms where you will be required to pay your entry fee, advise what class you will be racing in, your kart number and sign the indemnity form. Minors under the age of 18 must have a parent or guardian sign the indemnity form and that person must be present with the competitor for the entire day. If you are racing in a class other than the Novice class, tell the race secretary that this is your first meeting and they will arrange for you to start off the back of the grid for the whole day.

Once these formalities are completed you should then ensure that the kart is prepared ready to race. The tank should be filled with petrol and oil (mixed to the correct ratio) and then 'pumped up' to ensure that it has reached the carburettor. If this is not done the engine will be hard to start or may not start at all. Do a final check of the kart to make sure everything is tight (especially the wheels) and then check the tyre pressures. Pressures will range from approximately 14 to 22 psi depending on the temperature of the day and the track conditions. Generally the hotter it is the less tyre pressure required. Check with more experienced people to get some idea of where to start and then adjust as necessary as the day progresses. It is also necessary to oil the chain with a correct type of chain oil lubricant. Finally if you are running a clutch make sure you have the correct type and amount of oil in the clutch.

At this point it is a good idea to change into your racing gear and then take the kart to the scales to check the weight. All classes are controlled with a minimum weight for the kart and driver and this is checked each time you complete a race. If you do not meet the minimum weight required you will need to bolt on some additional lead to bring the weight up to what is required.

At around 9:45 am there will be a drivers briefing. You and your pit crew (and parent or guardian if under 18) must attend the drivers briefing where the steward for the day will outline important points about the days racing and tell you what he/she requires from all the drivers. If you are unsure about anything now is the time to ask !!

Following drivers briefing there will be tuning runs (practice) in classes. This is an opportunity for you to go out on the track with the other competitors from your class and warm up the engine and tyres, tune the carburettor and get a feel for the track and how the kart is handling. Usually you will get two short tuning runs prior to the start of racing.

Just prior to racing check the notice board where you should find the grid draws for the day. This will tell you what grid position you will start from for your first four races if the meeting is running to the standard KartSport New Zealand race format. If some other format is being used this will also be displayed on the notice board.

Make sure you get yourself and your kart up to the dummy grid in plenty of time before your race is due to go out. When the race immediately prior to yours leaves the dummy grid to go out onto the track you should position your kart in the correct place on the dummy grid. Make sure all your racing gear is on, suit done up, gloves on and helmet strap securely fastened. The pit steward will advise you when it is time to start your engine or push out onto the track. On the first lap you must keep in formation behind the karts in front and the field must line up in two straight lines when approaching the starter. If the starter is happy he will wave the green flag or turn off the start lights and the race will be on!!

At the end of the race after receiving the chequered flag return to the pits via the exit road where you and your kart will be weighed and then it will be time to return to your pit and prepare for the next race. Always ask people for help and advice and before long you will be a pro.

**GOOD LUCK and enjoy your kartsport.**

**Information on these pages are referenced from KartSport New Zealand ,”Hotstart ..How to get started in Karting” . available at [www.kartsport.org.nz](http://www.kartsport.org.nz)**

**The following Junior classes are run at KartSport Wellington on a regular club day ( 6-17 years of age)**

**MIDGET** Drivers aged 6 years and under 12 years

- Maximum licence rating 'C'
- Special home built midget chassis to KartSport New Zealand specs
- Racket 85 engine on fixed drive to KartSport New Zealand specs or Iron Horse model D400 or D500 to KartSport New Zealand specs
- Minimum weight of kart and driver 75kg

*• This is a budget entry level class only. The purpose of this class is to let young people try kartsport in a restricted controlled manner without undue investment or competitiveness.*

**CADET** Drivers aged 6 years and under 12 years

- Special cadet chassis which is a smaller version of the full size chassis
- Racket 85 engine on fixed drive to KartSport New Zealand specs
- Minimum weight of kart and driver 88kg
- Original Radne clutch - optional from 1-1-05, compulsory from 1-1-06

*• The purpose of this class is to teach young people to drive karts of restricted performance in a competitive but controlled manner.*

**JUNIOR RESTRICTED** Drivers aged 10 years and under 14 years

- Full size chassis to KartSport New Zealand specs
- Yamaha KT100 piston port 100cc 2 stroke engine to KartSport New Zealand specs
- Limited slip clutch optional, compulsory from 1-1-06
- Minimum weight of kart and driver 115kg

*• The purpose of this class is a stepping stone between Cadets and Juniors where drivers use a full size chassis but restricted engine.*

**JUNIOR 100cc YAMAHA** Drivers aged 12 years and under 17 years

- Chassis to KartSport New Zealand specs
- Yamaha KT100 piston port 100cc 2 stroke engine to KartSport New Zealand specs
- Limited slip clutch optional
- Minimum weight of kart and driver 128kg

*• This is the main Junior class for all competition in NZ from Club meetings to championship events.*

The above is a basic list of the class requirements.

For further class requirements please visit [www.kartsport.org.nz](http://www.kartsport.org.nz) for the latest updates

**The following Senior classes are run at Kartsport Wellington on a regular club day ( 15 years of age and over)**

**100cc YAMAHA LIGHT**

- Chassis to KartSport New Zealand specs
- Yamaha KT100 piston port 100cc 2 stroke engine to KartSport New Zealand specs
- Minimum weight of kart and driver 138kg
- Limited slip clutch optional

*• This is a Senior class for all lighter weight national competition in NZ.*

**100cc YAMAHA HEAVY**

- Chassis to KartSport New Zealand specs
- Yamaha KT100 piston port 100cc 2 stroke engine to KartSport New Zealand specs
- Limited slip clutch optional
- Minimum weight of kart and driver 158kg

*• This is a Senior class for all heavier weight national competition in NZ.*

**100cc YAMAHA CLUB CLASS**

- **Maximum** licence rating 'C'
- Chassis to KartSport New Zealand specs
- Yamaha KT100 piston port 100cc 2 stroke engine to KartSport New Zealand specs
- Limited slip clutch optional
- Minimum weight of kart and driver 145kg

*• This is a Senior class for all non championship Club racing in NZ.*

**125cc ROTAX MAX LIGHT**

- Chassis to KartSport New Zealand specs
- Bombardier Rotax FR125 MAX engine to KartSport New Zealand specs
- Minimum weight of kart and driver 165kg

*• This is a 125cc non gearbox 'keystart' class for racing in NZ.*

**125cc ROTAX MAX HEAVY**

- Chassis to KartSport New Zealand specs
- Bombardier Rotax FR125 MAX engine to KartSport New Zealand specs
- Minimum weight of kart and driver 185kg

*• This is a 125cc non gearbox 'keystart' class for heavier competitors racing in NZ.*

The above is a basic list of the class requirements.

For further class requirements please visit [www.kartsport.org.nz](http://www.kartsport.org.nz) for the latest updates

## **OPEN**

- Chassis to KartSport New Zealand specs
- Engine or engines with a maximum combined capacity of 250cc
- Fuel open
- Tyres open
- Minimum weight of kart and driver as per the following :-

### **NON GEARBOX :**

- 100cc rotary or reed - 130kg
- Over 100cc and up to 150cc - 140kg
- Over 150cc and up to 250cc - 160kg
- Up to 250cc 4 Stroke Wankel Rotary Engine - 170kg

### **GEARBOX :**

- 125cc National - 170kg
- Up to 125cc non-motorcycle engines - 170kg
- Over 125cc and up to 250cc - 170kg

*This class is designed for all types of engines and is controlled by the above weight restrictions.*

**The following classes are available although not presently run on a regular clubday.**

## **FORMULA 100**

- Chassis to KartSport New Zealand specs
- Any 100cc stock appearing piston port engine (excluding 100cc Yamaha KT100S) or any 100cc Rotary or Reed valve CIK homologated engine (homologation does not have to be current)
- Single CIK homologated butterfly type carburettor with maximum venturi of 24mm
- Minimum weight of kart and driver 150kg
- CIK homologated tyres as per the KartSport New Zealand tyre list

*This class is for top level Senior drivers at National and Island championship events.*

## **INTERCONTINENTAL C**

- Chassis to KartSport New Zealand specs or CIK homologated
- 125cc reed valve engine as homologated by the CIK for the Intercontinental C class with the homologated gearbox ratios, homologated exhaust and a CIK homologated inlet silencer for the respective engine.
- Minimum weight of kart and driver 170kg
- CIK homologated tyres as per the KartSport New Zealand tyre list

*• This is the Senior International class for special events in New Zealand.*

The above is a basic list of the class requirements.

For further class requirements please visit [www.kartsport.org.nz](http://www.kartsport.org.nz) for the latest updates

## **RACING HELMET**

Racing helmet will only be a full face helmet with a properly fitted visor snapped shut and must be worn

at all times when operating a kart. The helmet must be properly fitted and securely fastened. Only approved helmets are permitted and these must be maintained in A1 order.

It is not permissible to use a helmet which is older than 7 years. An approved helmet must bear one of the listed approved standards or better.

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

This

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

### **The following are the minimum Racing Helmet Standards approved for Karting Competition in New Zealand.**

#### **Europe:** ECE 22-04 or ECE 22-05

Note: ECE 22-04 will only be permitted to be used up to December 2006.

The only labelling on some helmets maybe E3 in a circle. The E is the homologation mark for ECE 22; the number following (1-16) represents the country granting the homologation. Either above or below the circle will be a series of numbers. The first two figures should be 04 or 05 immediately followed by production numbers. The date of manufacture can sometimes be found on the buckle or on the back of the helmet.

#### **Great Britain:** BSI 6658-85 Type A or BSI 6658-85 Type A/FR

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

#### **U.S.A.:** SNELL M95, SA95, K98, M2000 & SA2000

Helmets with only the DOT standard will not be acceptable.

**General Note:** A Helmet with correct standard number but which was manufactured more than 7 years ago will not be acceptable. ie. a Snell M95 sticker with a manufactured date of April 1996.

It is the competitor's responsibility to prove the quality of the helmet. It is not necessary for a Machine Examiner or the Chief Steward to prove the standard or quality of an unidentified helmet. All helmets manufactured, as evidenced by the manufacturer's date of manufacture labelling, more than 7 years old prior to the date of an event may be impounded under the terms of Rule 2.16. Where no date of manufacture is visible on the helmet the onus is on the competitor to prove the helmet is less than 7 years old. Date of purchase is not evidence of the age of the helmet. The Chief Steward is empowered to impound any helmet considered of insufficient standard or, if of approved design, in a damaged or unsound condition.

Only helmets with a strap retaining systems are permitted. Helmets are not to be modified, except as specifically permitted by the helmet manufacturer, in particular;

- a) ABS and Polycarbonate helmets shall not be painted.
- b) It is not permissible to put any stickers on ABS or Polycarbonate helmets other than those supplied by the helmet manufacturer.
- c) Composite shell helmets may only be painted with a paint approved by the manufacturer.

**Helmet Fit Test:** The helmet with strap correctly fastened must not be able to be removed by lifting the back of the helmet. The use of helmet restraints securing a driver's helmet to the kart are not permitted.

**Helmet Visors.** These must be properly fitted to give complete eye protection at all times. Visors must be correctly fitted and foreign attachment to the visor to hold it in place will not be accepted. Visors which change colours (ie Blue Blockers) are not acceptable. Only clear visors can be used when competing at events under lights. When using a wet weather whirly a properly fitted visor must be used as well. All visors must be clean and free of scratches and marks. Any attachment to the visor must not be lower than eye level when worn. The Chief Steward is empowered to impound any helmet visor considered of insufficient standard or clarity, damaged or unsound condition.

**Care of your helmet:**

Make sure your helmet is not subject to solvents or fuel while in transport or storage to and from and during meetings. Solvents of any kind must not be used to clean your helmet - use soap and water. Do not place your helmet where it can be subject to continuous sunlight, eg, parcel trays, rear car windows. Store your helmet in a dark and dry location. Use a helmet bag to protect your helmet. Don't loan or share your helmet.

KartSport New Zealand strongly recommends, on advice from manufacturers that you do not use a helmet for more than three years.

Make sure your helmet is not dropped or subjected to abuse in any way. If this happens, have it re-examined by a qualified person or replace it. In the case of severe impact the helmet should be destroyed so it cannot be reused.

**The above information was referenced from the Kartsport New Zealand web site " Rules & Notices....Safety Rules...Racing Helmet**