HARNESS RACING
New Zealand

29 November 2018

OFFICIAL NOTICE

AMENDMENT TO THE APPROVED GEAR, SHIFTING GROUND AND SULKY SPECIFICATION

On 12 November 2018, the Board of Harness Racing New Zealand approved amendments to the following regulations, effective immediately:

- **Approved Gear**
  These amendments were made as a result of a recommendation from the Racing Integrity Unit for the Cornell Collar and Anti-Choking Devices to become a notifiable item of approved gear, removal of the Liquid Titanium Mask as an item of approved gear.

- **Shifting Ground (replaces previous Easing Down Regulation)**
  These amendments were made as a result of a recommendation from the Racing Integrity Unit after consultation with the Trainers & Drivers' Association.

  As the Regulations previously stood, there is only reference to drivers shifting ground inwards and the standards they must adhere to. This regulation shifts the requirements onto all drivers shifting ground, inwards or outwards. Often drivers will jostle for positions in the early stages of a race however only those shifting inwards are governed by the previous Easing Down Regulation. The approved amendment also stipulates what an acceptable shift is.

- **Sulky Specification**

  These amendments were made as a result of a recommendation from the Racing Integrity Unit requiring back bars to be affixed to the seat support frame. The amendment also stipulates that all welding is to be undertaken by an ISO certified welder consistent with welding standard AS/NZS 1554.1.

These Regulations, as amended, are attached.

Edward Rennell
CHIEF EXECUTIVE

APPROVED GEAR

Effective 28 September 2016

The following gear, devices or appliances are approved pursuant to the Rules of Harness Racing by the Board.

A. Notifiable Approved Gear

As per Rule 865 of the New Zealand Rules of Harness Racing, Notifiable Approved Gear must be lodged with Harness Racing New Zealand Incorporated ONLY at any time prior to or at Driver Notification time for the meeting at which a horse is to next race. Any change after this time will only be permitted with the permission of the Stipendiary Stewards.

In the case of two day meetings, all Notifiable Approved Gear changes for the second day must be lodged with the Stipendiary Stewards at the meeting by 9.00 a.m. the day after the first day of the meeting. Any change after this time will only be permitted with the permission of the Stipendiary Stewards.

Any changes to Notifiable Approved Gear will only be accepted when notified on the official Notifiable Gear Form.

		HEAD GEAR	
	1	Fixed Deafeners	Fixed Earplugs, Fixed Hood
	2	Removable Deafeners	Removable Earplugs, Removable Hood
	3	Blinds	Full Blinds, Full Blinkers, Winkers, Block Blinds, Cup Blinds, Half Blinds, Half Winkers, Half Blinkers, Dolly Vardens, Galloping Hood, Woollen Blinds, Kant-See-Bak's, No Look Backs, Woollen Eye Rolls, Sheepskin Cheeker, Father Xmas, Telescopic Blinds, Peek-A-Boo's, Tunnel Blinds
	4	Sliding Blinds	Pull Up or Pull Down
	5	Pacifier	Pelling Pacifier (with or without Ear Hood or Blind)
11.11.18	6	Anti-Choking Gear	Cornell Collar *(must be checked by a vet after being applied on race day)*, Anti-Choking Devices - Pricker not permitted
		LEG EQUIPMENT	
28.9.16	7	Half Hopples	Forelegs only
	8	Free Legged Pacer	
		MISCELLANEOUS GEAR	
	9	No Whip	Stipendiary Stewards shall be advised when a whip is to be used again.

B. Non - Notifiable Approved Gear

		HEAD GEAR	
26.9.12	10	Bridle	As approved by Stipendiary Stewards.
	11	Cheekers	Rubber Bit Guard
	12	Bit Lifter	
	13	Easy Steer Device	Snake Bit - anti pulling device which consists of approved chain which encircles the tongue and lower jaw and is attached to the driving bit ring/reins (must be used with tongue tie). Driving Bits - including extension and slip mouth bits, butterfly etc (as approved from time to time by Stipendiary Stewards). Overcheck Bits – including Raymond, Crit Davis, McKerron and Hutton
	14	Hugger	
26.9.12	15	Murphy Blind	One only with hole optional. Includes pull down version.
	16	Chin Rest	Not to be exposed wire, must be taped

	17	Nasal Strip or Clips	
15.1.14	18	Pacifier	Liquid Titanium Mask
	19	Chin Guard	
	20	Nose Flap	Hawaiian Skirt, Nose Veil (fitted so does not protrude past nose)
	21	Shadow Roll	Including Brush Shadow Roll
28.9.16	22	Gauze Guard	Grit Screen. ~~Black only~~
	23	Figure Eight Noseband	Drop Noseband, Grackle Noseband
	24	Kineton Noseband	
	25	Seto Noseband	
	26	Martingale	Rigs, Ring Martingale, Under Draw, Running Undercheck
	27	Overcheck	Head Check
	28	Running Overcheck	Four Ring Overcheck
	29	Undercheck	Tie Down, Standing Martingale, Split Martingale (not to be used with Shortener Pin)
	30	U Bar Bit	
	31	Tongue Strap	W Tongue Control, Leather, Plastic, Rubber, Mutton cloth neatly fitted (nylon not permitted) – rolled up Vet Strap
	32	Double Purchase Reins	Pulling Reins
		LEG EQUIPMENT	
	33	Hopples	
	34	Spreaders	Commercially made Guiders, Go Straights, Hind Leg
	35	Menzel Spreader	From Hoof to Shin Boot
	36	Hopple Shorteners	Includes Elastics and Rubbers
3.8.18	37	Shoes	Includes Terraflex Polyurethane Shoes
	38	Toe Weights	
	39	Hoof Pads	Concussion Absorbing Materials
	40	Bloomers	Worn on Hopple Loops
	41	Suspenders	
	42	Bandages	
3.8.18	43	Boots	Knee, Shin Tendon, Elbow Boots/Elbow Pads, Trotting, Scalpers, Quarter, Bell, Bumper Boots, Straight Line Boots
		LUGGING EQUIPMENT	
	44	Boring Pole	A Head Pole, Lugging Pole (with or without Prickers)
28.9.16	45	Pole Halter	Commercially made only
	46	Rein Pole	
	47	False Shaft	
	48	Harlee Side Bar	
	49	Sliding Boring Pole	Must be made by an approved manufacturer
	50	Prickers	Cheek, Neck, Rein, Bit (Prickers shall be dulled so as not to cause injury, Metal Prickers not permitted)
	51	Rein Bar	Bar sewn into rein
	52	Gaiting Strap	Side Strap

SULKY EQUIPMENT		
53	Standard Harness	
54	Quick Hitch Harness	Where horses have Quick Hitch Sulky attached a Neck Strap must be worn unless the clips have been removed from the sulky to secure the reins. ALSO SAFETY STRAPS SHALL BE AFFIXED. Should the "Quick Hitch" harness be damaged and become unusable prior to start of a race, there must be a replacement immediately available. The trainer of the horse is responsible for ensuring a replacement is available. If no replacement is immediately available, the provisions of 213 (1)(g) will apply.
55	Two Minute Strap	
56	Approved Registered Sulky	With a Warrant of Fitness from the 31st January 2009.
57	Mud Guards	(In the event of inclement conditions) the Stipendiary Stewards shall have the sole power to direct the use of mudguards in any race or races on a day or night programme. Such directive is to be announced on course. Mudguards shall be of a type approved by the Board. When the use of Mudguards is directed by the Stipendiary Stewards, trainers shall ensure that mudguards are fitted prior to the horse entering the assembly area.
58	Wet Weather Dust Sheet	When Stipendiary Stewards require the use of mudguards, wet weather dust sheets must be affixed to sulky. (1 August 2007)
59	Dust Sheet	
60	Shaft Spreader or Extensions	
61	Tail Sheet	Extended Dust Sheet
MISCELLANEOUS GEAR		
62	Stallion Race Support	
63	Rearing Strap	Fully taped, Prickers not permitted
64	Kicking Strap	Bucking Strap
65	Charisma Crupper	Built Up Crupper, Tail Tie Crupper
66	Tail Ties	To be neatly tied, Twine not permitted
67	Windsucking Device	
68	Insulation Tape	Is permitted on Whips, provided the tape covers all the shaft and only one layer of tape is applied, black only.
69	Whip	• Black only • The overall shaft length permitted is 1,200 mm • Shaft shall only be fibreglass or equivalent • Leather keeper - Maximum of 60 mm in length - Maximum of 20 mm in width or a non rigid tip • Tassel Maximum of 200 mm in length
70	Spider Breeching	

SHIFTING GROUND

This regulation is made by the Board pursuant to the Rules of Harness Racing and replaces the former Easing Down Regulation, effective from 11 November 2018.

Where a horse does not have clear passage during a race the driver shall be permitted to shift ground:

1. Inwards and ease another runner down the track provided such driver is in a position to do so by having sufficient advantage over the horse about to be shifted inwards and that horse is clear of other horses to its inside so it can be moved in.

2 Outwards and ease another runner up the track provided the horse to be shifted outwards is in a position to be moved out without causing interference to that or any other horse and that the movement complies with the requirements of Rule 869(6)(b) and (c) – the "push out" Rule.

For the avoidance of doubt, the following shall apply:

The onus shall be on the driver shifting ground to ensure the move is made with safety and does not cause interference by conducting it in a gradual and acceptable manner thereby enabling the driver of the runner being moved to be able to take the necessary action to accommodate the manoeuvre.

Where interference occurs or a driver fails to concede when not in a position to maintain his/her place, the provisions of Rules 869(3) and (4) shall apply.

SULKY SPECIFICATION

The following Regulation is made by the Board pursuant to Rule 864(2)(c), of the Rules of Harness Racing effective 28 September 2016.

1.0 OBJECTIVE

1.1 The aim of this Regulation is to stipulate the design and manufacture of the harness racing sulky so that it will conform to the following principles when used in competitive racing conditions:

(a) The sulky shall be inherently sound and safe for its driver and horse when used in races.

(b) The sulky shall not create either by its design or manufacture any interference of hazard to any driver or horse in a race.

2.0 SCOPE

2.1 This Regulation stipulates the material characteristics, design and manufacturing requirements and testing procedures required to obtain approval from the Board of Harness Racing New Zealand Incorporated (HRNZ) for harness racing sulkies to be used in New Zealand. The Testing Procedures shall form part of this Regulation.

2.2 This Regulation stipulates only those design and material requirements considered relevant to the safety of both horses and drivers, and for fair competition in races as they are conducted according to the New Zealand Rules of Harness Racing.

2.3 Any variation to this Regulation shall require the approval of HRNZ. Advanced sulky design is not discouraged, but new development needs to be technically evaluated, particularly for safety. This may involve evaluation in a way, which this present Regulation does not contemplate.

3.0 DESIGN - GENERAL

3.1 The sulky shall contain:

(a) Two sulky wheels; and

28.9.16 | (b) Undercarriage; and

(c) Two shafts for attachment to the horse; and

(d) A driver's seat; and

(e) Driver's footrests; and

(f) Dustsheet; and

11.11.18 | (g) A back bar on the seat support frame

3.2 All components of the sulky shall be attached to one another in such a way that they remain attached during normal use and testing.

3.3 Any detaching of the components shall require a deliberate action.

11.11.18 | 3.4 All welding is to be undertaken by an ISO certified welder consistent with welding standard AS/NZS 1554.1.

4.0 SYMMETRY AND WEIGHT DISTRIBUTION

4.1 The sulky shall be designed so that it is symmetrical about a vertical fore-and-aft plane so that the weight of the sulky shall be distributed evenly between the two wheels when the sulky is stationary and on level ground without an occupant.

5.0 DIMENSIONS

5.1 Any sulky registered prior to 1 March 2009 shall have a width not exceeding 1.3 metres. Sulkies registered from 1 March 2009 are to have a width of between 1.2 metres and 1.3 metres.

5.2 The width of the sulky shall be measured from the widest point of the frame, including the exterior of the wheels.

5.3 No part of the sulky shall hinder the horse in its normal position and general movement.

5.4 The overall length of a sulky shall not exceed 3.1 metres unless special approval is granted by HRNZ to lengthen a particular sulky for a particular horse.

5.5 The height above the ground of the sulky seat shall be within the range of 660 mm to 810 mm. This height will be measured from the ground up to the interface of the seat and the driver's buttocks when a driver of 95 kg is seated in the sulky.

6.0 ATTACHMENT TO HORSE

6.1 The means of attachment shall be as approved by HRNZ.

6.2 The forward ends of the sulky shafts shall not project further forward than the chest of the horse and shall not be higher than the withers of the horse.

7.0 WHEELS

7.1 The wheel diameter including the tyre shall be in the range of 660mm to 715mm.

7.2 If the wheels are spoked, each wheel shall be covered on both sides by a disc of approved brand.

7.3 The tyres shall be an approved type and be no more than 50 mm in width.

7.4 Wheels shall be manufactured from approved materials only. Wooden wheels are not permitted.

7.5 As from 1 August 2008 any new sulky wheel used for harness racing shall have the following capabilities:

(a) The ultimate lateral strength must exceed 1,000 N (Newtons)

(b) The fatigue test life of the wheel must exceed 40,000 cycles at a lateral load of greater than 420 N.

(c) Each wheel must incorporate a tamper proof, clearly visible display of the manufacturer's name, wheel model, date of manufacture and certification number to be reported.

1.8.09

7.6 No sulky wheel shall have any advertising, writing or logos, except as permitted under 7.5(c) above, imprinted thereon or affixed thereto.

7.7 Quick release wheels must be secured in a forward position.

8.0 FOOTRESTS

8.1 The foot rests shall be positioned inboard of the shafts.

20.7.11

8.2 The minimum width of the footrest shall be 90 mm.

8.3 When using a framed footrest a safety cage must be affixed.

9.0 CROSSBARS

7.03.12

9.1 The crossbar must be made of the same material as that which the sulky is made from;

9.2 The crossbar must be of a minimum diameter of 18mm;

9.3 The crossbar must be permanently affixed to the sides of the sulky.

28.9.16

9.4 A sulky can be used without a crossbar, provided that brand of sulky has been tested without a crossbar and met all engineering and safety criteria in this Regulation. Sulkies that have been tested with a crossbar are not to have the crossbar removed, unless they are subject to a full engineering test.

10.0 FABRICATION

10.1 Tube shapes shall not be distorted in such a way as may result in loss of strength of loosening of rivets or other fixing means.

10.2 If welding is used, the particular instructions of the material manufacturer (or recognised material reference handbook) regarding stress relieving of welds, choice of electrodes, specific welding wire/rod and gas-shield welding must be obeyed.

11.0 MATERIALS

11.1 The sulky shafts shall be manufactured from approved types of stainless steel, wood or other materials as approved by HRNZ. (Note: It is recommended that annealed stainless steel not be used.)

12.0 MARKING

7.11.11

12.1 All new sulkies shall be clearly and durably marked with the manufacturer's serial number, year of manufacture and type of material. The markings shall be applied to a position on the back bow or rear main bar of undercarriage.

13.0 WARRANTY

13.1 The approval of a sulky by HRNZ does not warrant the safety of such sulky for use in a race or otherwise.

14.0 PERFORMANCE REQUIREMENTS

14.1 Static Load Test

When a sulky is tested in accordance with Appendix A, there shall be no fracture, cracking, looseness, detachment, permanent deformation or any other type of failure of any member, joint or component of the sulky.

14.2 Dynamic Load Test

When a sulky is tested in accordance with Appendix B, there shall be no fracture, cracking, looseness, detachment, permanent deformation or any other type of failure of any member, joint or component of the sulky.

14.3 Track Test

When a sulky is tested in accordance with Appendix C it shall exhibit stable handling characteristics without difficulty of operation.

APPENDIX A
STATIC LOAD TEST
A1 SCOPE

This appendix sets out a method of testing the strength and constructional integrity of the sulky by means of the application of static loads.

A2 PROCEDURE

The test procedure shall be as follows:

(a) The tyres shall be inflated to the maximum recommended pressure.

(b) The sulky shall be placed on a hard, flat, horizontal floor or test surface. The shafts shall be attached to a fixed support so that the point of attachment is 1420 mm vertically above floor level. The method of attachment of shafts to the support shall be, as closely as possible, the method used between shafts and horse. The method of attachment of shafts to the support shall include an inward, horizontal deflection of 100mm from the free position, for each shaft, at the point of attachment, ie the horizontal distance between the shafts at this point is decreased by 200 mm.

(c) A restraint shall be fastened to the floor or test surface to prevent side movement of the wheels. The height of the restraint shall ensure that contact with the restraint is made only by the tyre of a wheel.

(d) A weight of 95 kg shall be placed centrally on the seat and secured in position. The centre of gravity of the weight shall be 200 mm above the central region of the seat.

(e) A side force of 540 N shall be applied gradually in a horizontal direction, which passes through the centre of the seat and is perpendicular to the vertical central plane of the sulky. This force shall be maintained for a period of 15 seconds.

(f) The side force application shall be performed a total of 10 times.

(g) The position of the restraint shall be changed so that it is in contact with the tyre of the other wheel, the direction of the side force on the seat shall be reversed, and the sequence of the force application shall be repeated.

APPENDIX 3
DYNAMIC LOAD TEST
B1 Scope

This appendix sets out a method of testing the strength and constructional integrity of the sulky under dynamic load conditions over a prolonged period of time.

B2 Procedure

The test procedure shall be as follows:

(a) The tyres shall be inflated to 50 psi.

(b) The sulky wheels shall be placed on a motor driven steel cleated roller mounted on a horizontal axis and vertically above it. The outer diameter of the roller shall be 760mm and provided with two cleats, one for each wheel. The cleats shall be set parallel to the roller axis, and have a relative angular displacement of 180 degrees. The length and position of the cleats shall ensure that they adequately span the full width of tyre contact. The cleats shall be 12 mm high by 25 mm wide with a 6 mm by 6 mm chamfer to the edges contacting the tyre.

(c) The sulky shafts shall be attached to a fixed support so that the point of attachment is 1420 mm vertically above floor level. The method of attachment of shafts to support shall be, as closely as possible, the method used between shafts and horse. The method of attachment of shafts to support shall include an inward, horizontal deflection of 100 mm from the free position, for each shaft, at the point of attachment, ie the horizontal distance between the shafts at this point is decreased by 200 mm.

(d) Provide a guidance system, which will prevent any significant side movement of the sulky during test.

(e) A weight of 95 kg shall be placed centrally on the seat and secured in position. The centre of gravity of the weight shall be 200 mm above the central region of the seat.

(f) The roller shall be rotated so that the sulky wheels are turning in the same direction as for forward motion of the sulky. The surface speed of rotation of the roller shall correspond to a sulky speed of 1 mile (1.61 km) in 2 minutes 20 seconds, ie to a speed of 11.50 m/s, which is achieved by a rotational speed of 289 rev/min of the roller. The test shall run continually for a period of 8 hours.

B3 REPORT
The report shall state whether or not there was failure of any part of the sulky.

APPENDIX C
TRACK TEST
C1 Scope
This appendix sets out a method of testing the strength, constructional integrity and handling characteristics of a sulky under track conditions.

C2 Procedure
The test shall be conducted on a Harness Racing track approved by HRNZ. The sulky shall carry a driver weighing at least 75 kg.

The test procedure shall be as follows:
(a) The tyres shall be inflated to 50 psi.
(b) The Sulky must be practically tested by licensed horsemen and must be tested in a trials or workouts situation to the satisfaction of the Stipendiary Stewards and not impact adversely on other competitors, with a report to be forwarded to the Board for consideration. (Note: Practical testing to be completed after static and dynamic load tests have been completed.)

C3 REPORT
The report shall state whether or not there was:
(a) Any difficulty in obtaining stable handling characteristics; or
(b) Failure of any part of the sulky; or
(c) Any adverse impact on other competitors.

15.0 DEFINITIONS
15.1 "Sulky" means a dual wheeled carriage attached to a horse during a race or trial containing a seat for a driver and dust sheet. "Cart", "Gig", "Bike" or "Spider" shall have the same meaning.
15.2 "T-bar Axle" means the part of the undercarriage, which supports the wheels using T-shaped members.
12.7.17 | 15.3 "Undercarriage" means the frame, which supports the shafts, wheels and seat.
15.4 "Crossbar" means the support bar between the two shafts of the sulky. This needs to be forward of the undercarriage and in close proximity to the footrests.

16.0 REPAIRS
Repairs to all sulkies are to be carried out by a Registered Sulky Repairer as approved by HRNZ.

17.0 REFERENCED DOCUMENTS
17.1 New Zealand Rules of Harness Racing
17.2 List of Approved Sulkies
17.3 List of Approved Sulky Wheels