

#016

19 November 2010



Tony Chambers Appointed KartSport Academy Head Coach

KartSport New Zealand is pleased to announce the appointment of a new Head Coach to oversee and manage the 2011 **ACADEMY** program. There was a very high calibre of applicants and KartSport New Zealand wish to sincerely acknowledge the passion of all those who made themselves available for such a key role. □

The recent KartSport New Zealand Members Survey gave significant weight to the



importance of Driver Development and Set up Skills with a huge number looking for more support in this area.

The appointee for Head Coach 2011 is Tony Chambers. Many of you will know Tony and the respect he has gained as a National Champion, for his offshore exploits and his passion and commitment to karting in general. Like many he is actively involved in many areas, an existing **ACADEMY** coach, competitor and loyal trade supporter.

Tony is one of a rare breed who easily puts aside personal or commercial preferences for the good of the sport and his passion and input for drivers of all ages and all levels will be a real asset to the **ACADEMY** and karting in general. □

Message from Tony, who is currently at the Rotax Max Grand Finals in Italy, *"I am humbled at the opportunity that Kartsport New Zealand has given me with this role. I look forward to meeting new people and giving them a helping hand in the right direction through the Explore and Learn programmes. I also look forward to helping our more advanced drivers with our Hot Shots and Elite programmes"*.

We will be making contact with all Clubs and organizing a new round of **ACADEMY** events for 2011 and look forward to ensuring you can carve another 2-3 tenths a lap off your best times!

Graeme Moore
KartSport Academy Director



NOTICE

Helmets with Built In Rear Vision

Over recent weeks the Executive has undertaken research regarding helmets with built in rear view systems including product reviews by users, with other karting ASN's and the CIK. It appears that New Zealand is at the forefront of the world regarding consideration of these helmets for kartsport competition use. The Executive has also received submissions from within NZ including one from a current user's guardian. The Executive has concerns about these rear view helmets under racing conditions related to:



- Need for eyes to repeatedly refocus from looking well ahead to looking at the close internal mirror, and back.
- Fact that to see (via the rear view system) a following/overtaking kart in a rear quarter (or more) position the helmet must rotate to the side **away** from the following/overtaking kart. EG to see a kart in the right rear quarter (or more) the helmet must rotate towards the left front quarter.
- The Executive accepts that in normal non competitive road use, on a motorcycle with rear view mirrors on each side, the rear view helmet on a motorcycle rider possibly has benefits but has yet to be convinced it is safe in the extremely close proximity of competitive kart racing.
- Currently available rear view capable helmets appear to be at the upper end of the weight range, especially for non senior drivers. Sample rear view helmets have been reported to weigh in at 1749 gms (size M) and 1839 gms (size XL). Note: CIK allow 1800 gms maximum for seniors. CIK require drivers under 15 years to use the light weight helmets to Snell CMS2007 or CMR2007. (1100 to 1300 gms depending on size).

As a consequence the Executive has added, effective immediately, the following to **Rule G2.1 Racing Helmet: Helmets with built in rear view capability are not permitted.**

The Executive will keep the potential future use of these helmets under review pending more input, including that from other karting ASN's around the world. A further evaluation will be made in 12 months.



More Clubs Come on Board with a United KartSport Brand Image

Latest additions to the united Kartsport brand image:





Other Clubs with options currently under consideration include:

- KartSport Auckland
- Christchurch Kart Club
- KartSport Mt Wellington
- KartSport Dunedin
- KartSport Nelson



**Special Half Price
Membership
for NEW members
Invite Your Mates!**

This promotion, which runs until 31-1-11, has been supported with similar offers by

the following Clubs:

- KartSport Whangarei
- KartSport Auckland
- KartSport Mt Wellington
- Formula S KartSport
- KartSport Manawatu
- KartSport Wellington
- KartSport Southland
- KartSport Dunedin
- KartSport Hawkes Bay **NEW**
- KartSport Hamilton **NEW**
- KartSport Eastern Bay of Plenty **NEW**
- Bay of Plenty Kart Club **NEW**

As of 11 November, 21 new members have taken advantage of the offer. 9 Senior, 7 Junior, 2 Junior Restricted and 3 Cadet. They have joined the following Clubs: Mt Wellington, BOP, EBOP, Hamilton, Rotorua, Tokoroa, Taranaki, Hawkes Bay, Manawatu, Marlborough and Westland.

Hopefully more Clubs will continue to join in over the next few weeks. So if you have some mates who are keen to join our sport now is the time for them to act.
For more details [CLICK HERE](#).



**Special SPARCO
Karting Apparel promotion
from
Cardwell Racing Supplies**

Tech Talk

with John Lennox
National Technical Officer

Spark Plugs

There are variances in the rules for spark plugs across engine types. To clarify any misunderstandings the following is a brief summary of how the rules are administered :-

Yamaha KT100 – any proprietary brand spark plug may be used. The washer may be removed when used with a temperature probe or similar. Max protrusion into the combustion chamber as per rule N1.12 applies and is checked using the plug and any device or washer as run.

Raket 85 and 120 – A proprietary brand spark plug to specific specifications is allowed. The manufacturers sealing device (washer) must be used. This washer must be original and must not be pressed flat. Protrusion limits into the combustion chamber apply.

Rotax Max – Spark plug must be as specified for the engine. Shank length 20mm max (as per rule N1.27). Washer must be used and must be original – it must not be pressed flat.

KZ2 and KF3 – Spark plug make is free however when tightened on the cylinder head it must not extend beyond the upper part of the combustion chamber dome (excluding electrodes). Specific dimensions also apply.

Check your KartSport Manual and if in doubt the recommendation is to use a new standard spark plug specified for the engine.

KF3 and KF2 Carb springs and screws

The specific rules for KF3 (rule N8) and KF2 (rule N9) state that the carburettor must remain strictly original. It is therefore not permissible to alter the length of the inlet spring by cutting or to change the butterfly screw. All other components including

fasteners must also remain original.



2011 Championship Events

National SuperKart Championships and Grand Prix Manfeild 8-9 January

Expect to see some of Australia's top International class competitors chasing our silverware! This event is hosted by KartSport Wellington.

Early entries close 10 December 2010.

Entry Form available [HERE](#).

CIK Trophy of NZ presented by Paymark Incorporating the KartSport New Zealand Challenge Cups KartSport Wellington, 28-30 January

More Australians expected. The Club has almost finished a major redevelopment of the dummy grid plus the addition of a hot pit lane. **This event will be televised. A great opportunity for A and B Licenced drivers to feature on TV!**

Early entries close 4 January 2011.

Entry Form available [HERE](#).



Reminders

- Mobil Pump Petrol has been removed from Rule L4.1 until further notice due to ethanol blends being sold by some Mobil outlets.
- If you are purchasing a new race suit make sure it complies with Rule G3.2

"new rule applicable 1-1-12."