

#024

11 April 2011



MSNZ Elite Academy Opportunity

KartSport New Zealand is delighted to announce that agreement has been reached with MotorSport New Zealand and the MotorSport NZ Scholarship Trust for at least one KartSport New Zealand member to be eligible for selection to attend their annual Elite Academy each year.

This one week, internationally acclaimed, Elite programme has been run since 2004 in conjunction with the NZ Academy of Sport South Island and graduates include a "who's who" of young motorsport competitors including many ex and current karters.

See [HERE](#):





2007 graduate, Richard Moore had this to say about the programme:

"The Elite Academy is the most challenging Motorsport course in NZ but nonetheless very beneficial. Most racers would never have access to any of the resources provided on this course therefore it is important you are in great physical shape to ensure you make the most of the endless opportunities on offer. The evaluation Board knows how important this is so fitness is assessed rigorously in all applicants. The most important piece of advice I can give anyone is to ensure you approach every activity with an open mind, keen to absorb as much as possible over the short time the course runs for. That's if you qualify in the first place, so best make sure you have a genuine outstanding race record and CV before you apply".

Applications for MSNZ members have closed for 2011 however an exception has been made for 2011 KartSport New Zealand applicants. Consequently the timetable for 2011 is very tight. Key details as follows:

- Applications are open to any KartSport New Zealand member with a current Senior A Rated Sprint and/or Road Competition Licence as at 1-4-11.
- Applications must be made on the KartSport New Zealand Application Form which can be downloaded [HERE](#).
- **Deadline for receipt of Applications is 5pm Friday 29-4-11.**
- A KartSport New Zealand selection Panel will forward a short list of candidates to the MSNZ Scholarship Trust selection Panel which will make the final selection.
- Those on the short list will be responsible for expenses involved in attending the final selection interviews to be held in early May.

- The successful recipient(s) will be announced by MSNZ on 20-5-11.
- The 2011 Elite Academy runs from 4th to 10th July inclusive and is held in Dunedin. Domestic travel, accommodation and meals are provided.
- Academy participants also receive a specifically tailored follow up plan.



A key point to be emphasized is that MSNZ recognise that many karters wish to excel in KartSport locally and internationally so the recipients of positions via KartSport New Zealand into the Elite Academy do not have to necessarily have a career planned in car racing or rallying.

Full details regarding the Elite Academy can be found [HERE](#):



is running Suzuki Swift test evaluation days soon.

**To find out more
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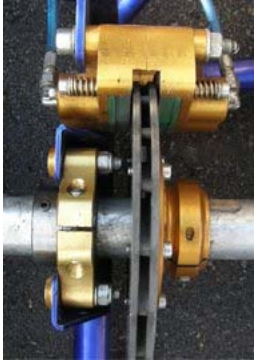
[Contact Robert Hutton](#)



Rules Round 22

21 Rule Change proposals have been submitted by Clubs and the Executive for Round 22. Complete proposals can be viewed [HERE](#).

**Make sure you forward your comments to your Club Secretary.
Responses from Clubs are due back by 21 April 2011.**



chassis talk

with Colin Richardson

Chief Scrutineer

Washers under wheel nuts, unless flanged type nuts. Rule K1.26.

Overflow containers, Rule K1.23. Must be a leak proof container with a removable lid i.e. no holes, minimum capacity 150ml.

Batteries, their cradle must be securely attached to the chassis, and the battery secured to the cradle by a minimum of 2 metal straps or 3 x 8mm cable ties. Rule K1.37

Nose cone retaining clips MAY be secured closed by a cable tie. Rule K1.42

Cameras, if used, must be fitted complete with mounting brackets, for scrutineering of the kart and be approved by the Chief Technical Officer or Chief Steward. Rule K1.9

Chain Guard, must cover the chain, drive sprocket and axle sprocket down to their centreline. Rule K1.12

tech talk



with John Lennox
National Technical Officer

Tyre Marking and ChangingIt is common place for your tyres to be marked at an event. It is your responsibility to ensure that these markings are completed before you leave the pit chute/scales area after the first time trial (if applicable) or first race. If the event is over more than one day the same set of tyres must be used and markings must be clear to read. It is your responsibility to ensure that the markings are in place and do not get rubbed off. If a marking is fading or becoming hard to read ask the Technical Officer to remark it.

If you damage a tyre it may be replaced if the Technical Officer of the event accepts that the damage would prohibit you from continuing to use the tyre safely. A tyre which is changed must be surrendered to the Technical Officer and the replacement tyre must be **no better** than the one being replaced. Under no circumstances will a new tyre be permitted.

Changes to Rule N11.10

A reminder that the changes to Rule N11.10 being the Raket 85 Carburettor which was to become effective 1 May 2011 (Rule Change 2011-3) has now been delayed to become effective 1 August 2011 (see Rule Change 2011-4).

Raket 85 Restrictor Plates

There is new wording in Rule N11.10 as part of Rule Change 2011-4 relating to the restrictor plate.

This new wording is not a change to existing requirements and is simply a clarification of existing practice.

As advised in E-Line #18 on 17 Dec 2011, it is **NOT** permissible to offset the restrictor plate hole and it must be centrally located.

The NZ importer and distributor has confirmed that "Both the Raket 85 restrictor plate supplied by Radne Motor (which is removed due to incorrect sizing and hole edge finish) and the KartSport compliant restrictor plate replacement fitted by Kiwi Karts (Auld & Voss Ltd) prior to sale within New Zealand, have the restriction hole central and in line with the 2 (two) punched mounting holes."

Rule N11.1 therefore applies - The Raket 85 engine used in KartSport New Zealand events must

be as per original manufacturer's specs in regard to construction and surface finish of all components unless otherwise specified.

Please remember that our Technical Specifications state that "If these rules do not say you can make a modification, you can not".

Therefore any restrictor plate that does not have the restrictor hole central and in line with the two punched mounting holes will be considered illegal.

The new wording included in Rule Change 2011-4 therefore simply adds clarity to this existing requirement.



Reminder

- If you are purchasing a new race suit make sure it complies with Rule G3.2 "new rule applicable **1-1-12.**"