

British Superkart Association

Newsletter 2009 - 3

March 2009

Compiled by Ian Rushforth



ANNUAL GENERAL MEETING

The agenda for the AGM was not very busy and we expected a relatively short meeting so it was somewhat surprising that it generated so much lively debate and went on for much longer than was expected with two particular items taking a long time in debate.

The attendees at the AGM were :-

Keith Parker, Mark Vaughan, Ian Rushforth, Russell Anderson, Richard Sanders, Phil Featherstone, Richard Dewart, Joy Parker, Stu Parker, Graham Barker, Dave Harvey, John Riley, Bob Clowes, Rob Willshire, Ben Willshire, Paul Platt, Alan Platt, Danny Butler, Steve Butler, Bruce Crawley, Peter Bennett, Roy Bennett, Gary James, Don Kennedy, Kevin Busby, Lee Shepherd, Ian Harrison, Ray Carey and John Osborne

The series co-ordinator reported a fairly reasonable year with very slightly more drivers competing on L/C in 2009 than the previous year although many of the active drivers did less meetings and some just raced at one venue but none the less competed on L/C which is encouraging. Good to see some new guys out at Darley getting their signatures and learning their trade.

The one negative to report was the fact that the MSA had issued yellow cards to the F125 Open, F125 ICC and Division 1 National Championships. The MSA expects our National championships to average 15 entries per event so we need to work hard this year to ensure we get drivers out and avoid a red card. Getting a red card doesn't mean the end of the class but does mean that we may no longer get National Championship status and with it a number 1 plate. So come on guys support your various classes and keep things going. The Division 1 class is particularly frustrating as there are over thirty twins in the UK so we must find the recipe to get them out on a regular basis if we can.

The treasurer Mark Vaughan presented the interim accounts and reported they were not quite complete as we had some payments to be included in the final figures. Since the AGM these have now been completed with the headlines for the year showing an income of £19,198, and expenditure of £14,975 leaving a balance in hand at £7,789. It should be noted as well that included in the expenditure is a deposit of £1000 which has been paid for the 2009 awards evening.

A new revised Constitution was presented by Keith Parker, Mark Vaughan and Ian Rushforth with the object of making the steering committee decision making a more efficient process. In recent times the committee has grown to well over twenty people so discussion was long. The proposal was to continue to employ the existing members of the committee but form them into working groups on specific subjects so that they could then bring back to a smaller management committee their recommendation. That way we will have very focused groups discussing their particular expertise and/or particular interest. This part was excepted OK

What was not liked in the proposal was the reference to promoting the GP which was construed as taking on board the responsibility for organising the GP. The Association is not an event organising body but the inclusion of the words "promoting the GP" was meant to open the way to helping this great event and one we don't want to lose. The BGP has lost money in the previous three years and as a result nearly brought the British Superkart Racing Club to its knees so it is not in a position to run another event unless we can be sure costs can be covered. Although the BSA cannot take any financial responsibility they did decide to form a working group so that far more people can get involved in order to help fund raising. A diagram of the new structure is attached to this newsletter.

The other item which created some really lively debate was a proposal from Bob Clowes to open up the rules in Division 1 to allow more gear ratios (24) across the range of engines as well as permitting the cross over of cylinders, differing length conrods (110, 113, 115) and the swapping of tandem gears from motor to motor. I could not possibly cover every opinion here but suffice to say that the final outcome that was agreed (and its not easy to word) was to allow the entire range of gear ratios available for the CIK Registered/homologated inline tandem twin engines to be eligible for use in those inline tandem twin engines. In other words any of the ratios available for inline tandem twin engines are permitted across the board. The Yamaha, VM or the twin engined 125s. are not inline twins so this would not apply to them.

The whole issue really created a lot of debate and raged on for a while after the AGM at committee level. So much so it was decided with all the arguments going on we would remain with the 2008 CIK rules and refer it to the new Technical Working group for an in depth look with a view to introducing the best rule for us in 2010.

In the Open forum part of the AGM there were three items.

Eddie Kooiker asked for discussion on cutting costs such as tyres and the use of pump fuel - Not much was debated reference tyres, we do of course have a limited number of sets to use in a season and the use of pump fuel was thought to be a false economy.

John Osborne wanted to know what people thought about where we go in the future with the Honda motor seeing as its not been in production for a while and is quite unreliable when push hard as it is up front. - Again not too much discussion and the matter was referred to the new Technical group lead by Phil Featherstone

Rob Willshire reported he was progressing the possibility of televising the British Championships but funding is the hold up. Getting it on Tele is not a problem but paying for it is. In some series the drivers chip in to pay for it but it was not thought possible in Superkarts. There are however irons in the fire so to speak with regard to sponsorship.

Peter Bennett (Gavins Dad) suggested an alternative to the five dropped scores idea by asking if it not better to drop one complete nominated event plus three dropped scores - A little discussion here but eventually the five dropped scores was thought to be best.

Others decisions to come from the AGM were :-

The UK Cup will be at Anglesey on May 9th & 10th

Drivers in the British Championships for F250 Nationals will have eight permitted sets of tyres across the seven events of the series

BSA YEARBOOK

The draft edition of the 2009 yearbook is at the printers but cannot be completed until the MSA has approved our regulations. Hopefully this will be done very shortly so that we can get them out to you guys ASAP. Sorry for the delay, it is later than we would have liked. The regulations have been with the MSA for several weeks now

BRITISH SUPERKART GP

Work has already begun on the 2009 event and the GP committee members are hard at work trying to generate ideas for funding. The simple objective this year is to at least break even. Now that's not going to be easy considering we were down ten grand last year and have lost twenty one grand over the three years since its re-introduction.

It is a unique and great event with nothing else quite like it anywhere else in the world of L/C racing or even S/C racing for that matter so we really want to keep it going if at all possible. I hope you all agree.

A recent visit to MSV (the owners of Cadwell) at Brands produced some easing of the financial worries when they agreed to produce the event programme for us which should save us about £1000 and a commitment to share the gate money if the spectator numbers go beyond 750, so there is potential to bring in some further revenue absent from previous years. We will also work hard on gathering in advertising for the event programme so if you guys know anybody that might want to advertise please sound them out and get in touch with me please. Every little bit helps.

We also hope you will understand the need to raise the entry fee in order to generate additional income.

We believe the two day GP event with lots more track time when compared with the normal events at around the £185/190 mark is worth a bit more than previously charged. It is vital we at least break even this year in order to safeguard the event in future years. We really would therefore appreciate it if you could make a big effort to compete at the GP in 2009.

The kart trade also need to get behind our showpiece event and it is great to report that Anderson Karts have led the way with a very generous sponsorship offer. I hope the other trade people will also join Russell in getting behind the event. We have some good people in the sport so I am confident they will respond. Having a British GP is of course in the trades interests as well as the competitors

DADS AND LADS (and LASSES)

We will be doing a promotional photo shoot at Oulton with the theme of "Following in Dads Footsteps"

The idea is to get the likes of Rob Chilcott, Adam Smith, Steve Briggs, Vic Hempshall and Graham Barker and their lads/lasses who all have karts of their own together and take some pictures which hopefully will provide some good publicity for the sport. So if any of the other drivers who are racing at Oulton also have some junior racers in the family then why not bring them along for the pictures.

CLASS OF 2009

Whilst on the subject of pictures we thought it might be fun to also have a picture of each of the class groups competing in the various Championships so it will be the turn of the Div. 1 guys at Oulton, the F250 Nationals at Thruxton, the 125 Opens at Anglesey and the 125 ICC at Snetterton.

I do hope you will support this idea and ensure your attendance when called upon.

BHP PERFORMANCE SHOW

I quote from the show website

"The BHP Performance Show takes place at Lydden Hill on May 4th and has 4 hours of live "on track" action demos and 5 hours of public track time so the event is full with non-stop track action that keeps everyone's eyes glued to the circuit. A variety of Motorsport and Performance cars perform demonstrations of Drifting, Time Attack, Rallycross, Group B & Group A Rallycars, Circuit Racing, Oval Racing and High Powered sprint cars making it a fun day for all the family

When you need a break from the adrenalin filled demonstrations you can take a walk around the paddock and view the fantastic display of enthusiasts cars who come from all corners of the country some individually, but many from some of the longest standing and highest respected car clubs around".

What has that got to do with us then, well Superkarts have been invited to provide four 15 minute sessions as part of the four hours of Motorsport Demos during the day and its **FREE** to take part. All we ask is your support to promote the sport. The inaugural show in 2008 apparently attracted 14,000 people so looks worth taking part in to promote the sport. The only requirement is the need to have an MSA competition licence.

Its a bank holiday weekend and the down side is it clashes with a meeting at Darley and is a week before we all go to Anglesey for the UK Cup but the event might be handy for some last minute testing at the same time as promoting the sport.

We have no wish to pull you away from Darley and would urge you to support the guys at Darley but if you are not planning to go to Darley then we would be pleased to see you at Lydden.

From my last e-mail in February I have received just over twenty volunteers but there is space for more if you are interested. I have a good spread of the classes so far with volunteers from 125 Open and ICC, F250 Nats & Div. 1. Motorsport News test driver Paul ONeill will be at Lydden to test drive a 125 Open and Div. 1 Superkart for an article Motorsport News plan to publish. Paul is a current British Touring Car Driver and is looking forward to sampling some real machinery !

Please have a look at their website which is www.bhpperformanceshow.com and see what you think then get in touch if you want a run out and a days fun.

THE UK CUP

The "0" plate event will this year take place at Anglesey on May 9/10th. We have purchased a bit more track time than usual in order to have three races each day. So races 1 & 2 will be the Championship qualifying races and the third race will be the UK Cup.

The 125`s and 210`s will run on the Saturday (9th) and the 250 guys on the Sunday (10th)

A special heavily discounted second day will be available for those of you that want extra track time. Although these places will be limited it is likely the most spare places will be available on the Saturday so will be handy setting up time for Sunday. The offer of extra track time applies to the qualifying session and races one and two as we plan to have the UK Cup races just for the relevant classes competing for the particular UK Cups.

There will naturally be some awards to race for if there is a guest class of sufficient numbers on the Saturday or Sunday for that matter.

DONINGTON - AUG. 1/2nd

The Euro 3000 series has now been added to the International event featuring the Superleague Formula at Donington on Aug. 1/2nd. The event is on the GP circuit. The Euro 3000 series has inherited the old cars used by AI GP series up until the end of 2008 when they were replaced by Ferrari designed models.

ITS WATER ONLY GUYS

Can I remind all Div. 1 competitors that the CIK regulations permits only H2O in the cooling system (i.e no anti freeze or water wetter or any other additive). This rule also applies to ALL karts when running at a Motorcycles events, the next one being Anglesey in May

PHOTOGRAPHER

Should you be racing at an event which contains the 210 National class please note that pictures from the other classes will be available from Len Slack. Len who is the official 210 Challenge photographer can be contacted on lr.slack@yahoo.co.uk or on 01299 871131



ULSTER *Karting* C L U B

The Ulster Kart Club [UKC] would like to invite all karters to

race at its new and improved purpose-built kart circuit at Nutts Corner in Northern Ireland . With all new improvements by our landlord [NNC Ltd] the UKC believes we have the best short circuit for non-gearbox and the longest short circuit for gearbox in the UK. Don't take our word for it. Come and try for yourself or ask any of these UKC members who learn their racing craft at this great circuit, and have done themselves and the UKC proud in 2008.

CARL STIRLING

MSA/ SUPER 1 KF3 CHAMPION
O PLATE CHAMPION KF3
STARS OF TOMORROW 3RD KF3

TREVOR ROBERTS

EX WORLD CHAMPION 250 SUPERKART
DIVISION 1 UK CUP 1ST
EUROPEAN CHAMPIONSHIP 10TH

ISAAC LYONS

O PLATE CHAMPION SNR MAX

JAMES IRVINE

UK CUP WINNER 125 OPEN
BRITISH CHAMPIONSHIP 2ND 125 OPEN

In this our 40th year we welcome back MSA/SUPER 1 in August 09.

Race details on our web page

www.ulsterkartingclub.com

www.nikarting.com

Competition Secretary

Peter Rutherdale

TEL 02838321832

FAX 05602366591