

British Superkart Association

Newsletter 2009 - 8

November 2009

Compiled by Ian Rushforth



YET ANOTHER FABULOUS YEAR OF RACING HAS FLOWN BY

Well everything has now finally been sorted in the British Series following the races at Assen (Div. 1) and Fulbeck (Gearbox Masters) recently. We now have some very worthy Champions and many congratulations to :

James O'Reilly - MSA British Superkart Champion for F250 National

Carl Hulme - BSA National Champion for Div. 1 Superkarts

Danny Edwards - BSA National Champion for F125 Open

Lloyd Scriven - BSA National Champion for F125 ICC

Paul Platt - BSA F250 Clubman Challenge winner

James Tucker - Gearbox Masters Champion for F250 National

Lloyd Scriven - Gearbox Masters Champion for F125 ICC

And of course a very special mention for the FIACIK European Superkart Champion Gavin Bennett who completed a dominant season at Assen back in August.

Well done to our Champions and all the rest of the guys that supported gearbox racing in 2009

LAP RECORDS A PLENTY

During 2009 there were sixteen records broken as follows :-

Anglesey

Carl Hulme (Div. 1) - 1.03.32 - 88.12mph

James Tucker (F250N) - 1.04.04 - 87.13mph

Chris Needham (F125ICC) - 1.09.94 - 79.78mph

Lee Plain (F210N) - 1.16.49 - 72.96mph

Cadwell Park Full Circuit

Trevor Roberts (Div. 1) - 1.22.32 - 95.03mph

Castle Combe

Chris Needham (F125ICC) - 1.14.911 - 88.90mph

Darley Moor

Kevin Waring (F250N) - 0.57.73 - 95.54mph

Donington Park GP Circuit

Trevor Roberts (Div. 1) - 1.31.432 - 98.43mph

James O'Reilly (F250N) - 1.34.888 - 94.84mph

Mallory Park (with Edwina's Chicane)

Trevor Roberts (Div. 1) - 0.47.98 - 102.79mph

Andrew Gulliford (F450N) - 0.54.01 - 91.32mph

Oulton Park Island Circuit

Gavin Bennett (Div. 1) - 1.20.970 - 98.96mph

Snetterton

Trevor Roberts (Div. 1) - 1.05.476 - 107.32mph

Chris Needham (F125ICC) - 1.16.71 - 91.61mph

Thruxton

Louise Colin (F125 Open) - 1.23.981 - 100.99mph

Matt Clarke (F125ICC) - 1.29.913 - 94.331mph

Well done to all. Full details of the UK lap records can be found on the Superkart website (www.superkart.org.uk)

FORTHCOMING EVENTS

ANNUAL AWARDS EVENING

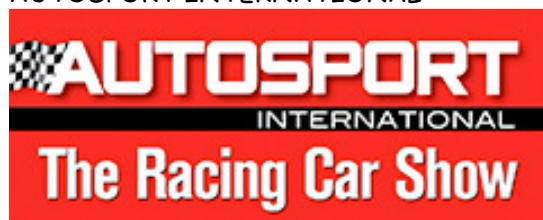
The Dinner Dance and Annual Awards evening will be taking place at the Kenwick Park Estate near Louth in Lincolnshire on Saturday November 21st. This is always a good night out so give Wendy Barker a ring on 01507 338494 to sort out tickets etc. There is still time - just
For further details of the venue log onto www.kenwick-park.co.uk

KARTMANIA

The annual exhibition for the UK Karting world is this year going to a new venue in the shape of the Ricoh Arena, Coventry on Nov. 28/29th.
The BSA will as usual have a stand where we will be promoting gearbox racing and particularly the British Superkart series.
Do please pop along and find out about what might be in store for the 2010 season. You will be most welcome. You will be able to pick up a copy of the DVD for Donington and Castle Combe aswell.
If you have any unwanted parts you can sell them in the Kart Boot sale which is part of the show.



AUTOSPORT INTERNATIONAL



We will once again be at the show in the Karting area (Stand 6100) for all four days of the show. If you come along on Friday you can support the Superkart Celebrity team which will be competing in the David Brabham Charity Race where celebrities are being joined by members of the public who will be paying £300 each for the pleasure and thereby contributing towards a good cause.
The show runs from Jan 7th - 10th

DONINGTON & CASTLE COMBE TV DATES

After a delay caused by a back log of programme editing at the TV production company we now have the broadcast times. The programme will be aired on two channels so if you have not got satellite connection you will be able to catch it on Channel Five.

The first to be shown will be the Donington event on

Motors TV - Race & Rally UK - First showing Nov. 13th @ 21.15 then repeated across the next few days at different times

Channel Five - Race & Rally UK - Early hours of the morning Nov. 23rd

Castle Combe

Motors TV - Race & Rally UK - First showing Nov. 27th @ 21.15 then repeated across the next few days at different times

Channel Five - Race & Rally UK - Early hours of the morning Dec. 2nd

Many many thanks to **RG Racing** who provided support for the 125 Championship races on Saturday and to **Proclean Ltd** for their backing of the 250 races on Sunday at Combe.

Your help is very much appreciated

Both Donny and Combe contain some great racing and excellent on board footage.

The DVD's will be available from Nov. 21st at £17.50 inc. P&P. We really need your support by buying one or both of the DVD's. Doing so will contribute to the considerable cost of putting Superkarts on TV so your support will be much appreciated and vital. Xmas is coming as well don't forget. I am sorry for the delay

UK STARS HEAD TO THE SUN

Good luck to Gavin Bennett, Rob Chilcott and Kevin Busby who will all be traveling out to Dubai for the Superkart races that will be part of the Dubai 24 hour event in January.

NEW DIV 1 BUMPER RULES FOR 2010

The CIK have issued new bumper rules that will come into force from Jan 1st 2010. The new rules come as a result of the accident at the Lausitzring back in 2008. They have taken what seems like an eternity to produce following consultation with many of the Chassis manufacturers. They are as follows :-

2.5) BUMPERS

They are compulsory front, rear and side protections. These bumpers must be made of magnetic steel. For all categories except in Superkart, they must be homologated with the bodyworks (technical drawing No. 2a appended).

2.5.1 - Front bumper

2.5.1.2 - Long circuits

The front bumper must consist in at least 2 steel elements: a steel upper bar mounted in parallel above a steel lower bar, with a minimum diameter of 18 mm and a minimum thickness of 1.5 mm, both bars being connected with 2 tubes and welded together, and presenting a vertical flat face.

- * The front bumper must permit the attachment of the mandatory front fairing.
- * It must be attached to the chassis-frame by 4 points.
- * Front overhang: 350 mm minimum.
- * Width of the lower bar: straight and 150 mm minimum in relation to the longitudinal axis of the kart.
- * The attachments of the lower bar must be parallel (in both horizontal and vertical planes) to the axis of the chassis; they must be 220 mm minimum apart and centred in relation to the longitudinal axis of the kart at a height of 60 +/-20 mm from the ground.
- * Width of the upper bar: straight and 250 mm minimum in relation to the longitudinal axis of the kart.
- * Height of the upper bar: 170 mm minimum and 220 mm maximum from the ground.
- * The attachments of the upper bar must be 500 mm +/-50 mm apart and centred in relation to the longitudinal axis of the kart.
- * The attachments of the upper bar and the lower bar must be welded to the chassis-frame.

2.5.2 - Rear bumper

2.5.2.2 - Long circuits

- * The mandatory bumper must consist in at least 2 steel elements: a steel upper bar mounted in parallel above a steel lower bar, with a minimum diameter of 18 mm and a minimum thickness of 1.5 mm, both bars being connected with 2 tubes and welded together.
- * Width of the lower bar: straight and 600 mm minimum in relation to the longitudinal axis of the kart.
- * Height of the lower bar: 120 +/-20 mm from the ground.
- * Width of the upper bar: straight and 1000 mm minimum in relation to the longitudinal axis of the kart.
- * Height of the upper bar: 230 +/-20 mm from the ground.
- * The unit must be fixed to the frame in at least 2 points, possibly by a supple system, and must be 1,100 mm wide as a minimum; its maximum width : that of the overall rear width.
- * Its ends may not have any angular part and shall comprise a bending with a minimum radius of 60 mm, including in the volume located immediately behind the wheel (anti-intrusion system).

2.5.4 - Side bumpers

2.5.4.2 - Long circuits

- * The bumper must consist in at least 2 steel elements: a steel upper bar mounted in parallel above a steel lower bar, with a minimum diameter of 18 mm and a minimum thickness of 1.5 mm, both bars being connected with 2 tubes and welded together, and presenting a vertical flat face.
- * They must be attached to the chassis-frame by 2 points minimum.
- * These 2 attachments must be parallel to the ground and perpendicular to the axis of the chassis; they must be 520 mm minimum.
- * Minimum straight length of the bars:
 - 500 mm for the lower bar
 - 400 mm for the upper bar.
- * Height of the upper bar: 200 +/-20 mm from the ground.
- * Height of the lower bar: 60 +/-20 mm from the ground.

BUT NOT THE NATIONAL CLASSES

These rules will not be introduced into the National Classes where new style side bumpers and two element front bumpers will remain recommended for one more year. The delay has resulted because we were waiting to see the CIK dimensions and they have arrived too late to go through the MSA for inclusion in the blue book for 2010.

Whilst we are fully committed to the CIK design principles we also want to look at the effect these dimensions will have on existing equipment and it is likely we could end up with some of the dimensions being tweaked a bit so they are more sympathetic what is out there on equipment being raced at the moment. We know that some makes of chassis will not comply with these CIK dimensions appertaining to the attachment of bumpers to the chassis so our overriding wish is reduce as much as possible the need to spend money whilst at the same time having due regard for improved safety. Anything we do will be inclusive of the CIK dimensions of course but may have wider tolerances. A proposal for the National classes has to be put into the MSA for January next year for introduction in Jan. 2011. So if you are buying a new chassis for this next year the best advice is to buy one where the bumpers comply with the CIK dimensions.

FOOD FOR THOUGHT

The number of drivers who have done at least one long circuit event in 2009 somewhere in the UK fell by almost 20% this year. Last year 195 different drivers did at least one L/C event but this year the figure was 162. We also saw a fall in the number of drivers registering for the various Championships with 78 signing up compared with 83 last year. Obviously the recession didn't help but we do need to find a way of finding new blood as we go forward. Having visited some short circuits this year it is very worrying to see how the numbers have dropped on short circuit at club level. The 250 singles seem to be disappearing and the ICC class which is strong at Championship level is very thin at club level. On a brighter note there are some new people coming in 2010 which is great. Really nice to see the young guys doing well this year and some real talent coming through which bodes well for a really competitive series next year.

TESTING IN 2010

I have been talking to Oulton Park and Mallory about the possibility of some testing in February so watch this space for news.

SO WHAT OF NEXT YEAR

Well its early days as yet with not too much news on dates for next year. Just about everything is being held up by the ongoing F1 BGP saga so until that is finalised no commitment is being made by the circuits and the clubs.

Darley however have announced their dates for 2010 which are as follows :-

March 21st, April 5th, May 3rd, June 20th, July 25th, Aug. 30th, Sept. 19th and October 3rd (Stars of Darley)

Silverstone will be making big changes to their circuit layouts to accommodate the Moto GP and also to the Stowe Circuit which is being re-vamped into a completely different shape and increased in length to about 1.25 miles. It is therefore possible that the Joint venture we do each year with the British Sprint Championships may be going to this circuit at Silverstone in April or May.

The BSRC has applied to the CIK for a round of the FIA-CIK European Championships in 2010. If given the go ahead this will be at Silverstone on the GP circuit. Several other countries have also applied so it is by no means certain we will succeed but fingers crossed we will be able to bring the series back to the UK for the first time since 2004.

All of our Championships have been approved by the MSA for 2010 so much the same as last year is on the agenda. Because we run two Championships one of which contains classes which do not have high numbers we will have to be creative in the way we organise the content of the events in order to ensure they are viable for the clubs running the meetings

At the moment the British GP is scheduled to be held on July 16/17/18th at Cadwell Park and will again feature rounds of the Dutch based International Superracekart Series.

ASSEN TV

Keep you eye out on Sky Sports for a weekly programme called Raceworld which may contain the recent Div. 1 races from Assen.

AND FINALLY KEN WALKER HAS ASKED ME TO INCLUDE THE FOLLOWING

I would like to thank everyone who was at the GP at Cadwell Park in July, for the warm welcome and reception given to Bill Wright, the gentleman from Florida who took the 'country box' microphone for race commentary from Charlies back down to Mansfield. Bill is the promoter of the world famous Florida Winter Tour kart series and kindly engages me as his commentator (announcer as they say over there).

It seemed the obvious thing to do to reciprocate and invite him over here to our big event of the season. So, in the first place, my thanks to the officials who agreed to me offering Bill this invitation, and as I say, thanks to everybody who gave him such a good reception.

The good news is he may well be back over here in 2010 and may even make a regular annual pilgrimage to Britain to see his distant family (his mum is from Newmarket) and at the same time take in our GP.

On the other hand if you are holidaying in Florida this winter, just bear in mind that the January round of the FWT is at Homestead Miami Speedway, the February round at West Palm Beach and the March round at Ocala, near Orlando. You would be very well received over there, and could even 'have a go' on a KF2, a Pro Shifter kart or a 125 ICC if you fancied something different!

Just get in touch with me if you might be interested or visit www.floridawintertour.com for more details.

Thanks again

Ken Walker