

British Superkart Association

Newsletter 2010 - 3

November 2010



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GINETTA TEST DAY

Two Long Circuit kart racing champions had a day with a difference at Silverstone on 29th of September. MSA British Superkart Champion, Jason Dredge and 125 ICC National Champion, Chris Needham drove Ginetta G50s and G40s respectively on the full GP Circuit. Neither had previously driven Ginettas and Chris had not even driven at Silverstone before. Both were delighted with the day.

'It was a new experience and better than I had expected' said Jason. 'There is a lot less all round vision than we have in superkarts and that was a challenge' he added but as I got more confidence with the car, I felt I gained a lot from the day'.

'Absolutely brilliant. I loved it' was Chris's first reaction. 'I was surprised how much grip there was in the dry conditions' he observed, whilst also noting the limited vision compared with the kart.

Ginetta Championship Series Manager, Stewart Linn, himself a former kart racer, was satisfied with the day's outcome and confirmed that he would be pleased to continue the link-up with the British Superkart Series in 2011. But he acknowledged that the long circuit gearbox guys bring something extra to Track Days like these. 'They are a lot smoother in their gear changing and they are also better with their track positioning on the wider circuits than the guys coming straight off karting's short circuits' he said.



Chris in the G40



Jason in the G50

Rob Willshire has been working with Ginetta to develop a relationship since the Autosport earlier in 2010. The prize will once again be awarded in 2011 with a test drive in a G50 going to the victor in the MSA British Championships for F250 National and a test in a G40 going to the winner of the F125 ICC Gearbox Masters Series.

DONINGTON MIC. JOB

Ken Walker is keen to say a Public Thank You to Jason Dredge and Paul Kennings who each did a session on-air as the Expert Analyst at our last race meeting of the year at Donington Park in fact this is a feature we shall try to retain in 2011 where the equipment in the commentary box permits two people to be live at the same time.

KARTMANIA SHOW

Although the numbers at the show seemed down on last year reflecting the current financial situation the guys manning the stand were kept busy talking to interested people. There does seem to be genuine interest from within the Rotax Max and Prokart classes although as always time will tell if they will commit to gearbox racing in the future. A huge thank you to John Dickinson of Euro Concept who provided the excellent stand for the show. Many thanks also to the Champions Jason Dredge, Trevor Roberts/Ian Harrison, Chris Needham and Danny Butler for lending us their karts for the display stand and to Jason, Danny, Terry Bateman, Rob Willshire and Gary James for their help in manning the stand during the weekend.

Damain Sleep the drivers rep. for the F125 Open class had also arranged a separate stand to promote the F125 Open class in a more focused way. Damian, Phil and Louise Colin and Ben Willshire manned the stand over the weekend so a big thank you to them also.



2010 SURVEY

Many thanks to the Thirty four people (9 Div.1's, 16 F250N's, 7 F125O's and 2 F125ICC's) that have so far responded to our survey your feedback is welcomed.

The results so far indicate the following :-

Are you racing next	2 off No, 5 don't knows and the rest yes
How many years raced	Less than a year to 25 years
What class ideally in the future	Generally the 250 singles say Div. 1 and the 125's say 250 singles
Why do you pick and choose if not registered	Mostly money, distance and like or dislike the circuits
Age	16 to 21 = 4 22 to 25 = 2 26 to 34 = 4 35 to 40 = 6 40+ =18
Circuits	1. Donington 2. Silverstone GP/Arena 3. Cadwell Park 4. Oulton Park 5. Snetterton 6. Silverstone National 7. Anglesey 8. Croft 9. Thruxton 10. Mallory Park 11. Castle Combe 12. Brands Indy 13. Pembrey 14. Knockhill 15. Darley Moor 16. Silverstone Stowe 17. Bishopscourt 18. Kirkistown 19. Lydden Hill
No, of racing days	1 day = 12 2 days = 22
Race Formats	
2 x 15m P + 2 x 15m Qually + 4 x 15 min. races	1
1 x20m P + 1 x 20M Qually + 2 x 30 min. races	5
1 x20m P + 1 x 20M Qually + 2 x 20 min. races	7
1 x15m P + 1 x 15M Qually + 2 x 30 min. races	2
1 x15m P + 1 x 15M Qually + 2 x 20 min. races	12
1 x15m P + 1 x 15M Qually + 2 x 15 min. races	13
1 x 20M Qually + 2 x 30 min. races	1
1 x 20M Qually + 2 x 20 min. races	3
1 x 15M Qually + 2 x 15 min. races	1
Cost of entry fees Drivers prepared to pay	
£185	2
£200	11
£225	8
£250	11
£275	5
£300	4
£325	1
£350	2
£375	0
£400	1 (this one was for the 2 x 15m P + 2 x 15m Qually + 4 x 15 min. races)

Do you want TV	Yes	13
	No	10
Willing to contribute to cost of TV	Yes	12
	No	11
Does it help to get sponsors	Yes	11
	No	11
Know any sponsors that might sponsor TV	Yes	4
	No	18
Do you feel TV is a waste of time	Yes	4
	No	19
Hospitality - Interested	Yes	8
	No	19
Do you think the paddock needs smartening up	Yes	14
	No	18
Would you like 2 shirts as part of registration	Yes	22
	No	9
Would you buy merchandise from the BSA	Yes	13
	No	17
Website		
Is it updated enough	Yes	11
	No	7
OK but needs more race reports		11
Slow on race reports		6
Don't look at it		5
Do you subscribe to RSS	Yes	2
	No	30
Are you aware we are on Facebook	Yes	17
	No	17
Motorsport Publications		
Do you buy any of the following :-		
Karting Magazine		19
Motorsport News		13
Autosport		10
Race Car Engineering		4
Other Motorsport Magazines		5

The survey is not finished yet and there is still time to send your feedback into to us.

2011 CHAMPIONSHIPS - LATEST

Well not much to report at the moment as we are in that frustrating part of the year whilst we wait for our partner car and bike clubs to sort out their dates and venues before passing them onto us.

The intention for the 250's is to work with the BARC to hopefully ensure we get the circuits we want. Recent contact would suggest we are maybe three weeks away from knowing any detail but expect the list to include venues such as Donington, Oulton, Silverstone (maybe not the GP circuit as that's very expensive), Snetterton, Thruxton and Croft. Bear in mind though that we don't have absolute control and can only select from what is eventually offered to us. Events are intended to include four sessions on circuit over the weekend.

The 125 package will most likely be placed with Motorcycle clubs as they are prepared to accept per capita rates thus easing the burden of lower entry levels. These events may also offer drivers on a lower budget the chance to race for a bit lower entry fee although maybe a bit less track time. These events may be run to Nat. B status (if the MSA approve) to give opportunities to drivers wanting licence upgrades. As well as the Championship classes of 125 Open and ICC the 210's will join in at some events and the events will be open to 250 singles also in a bid to bolster the grid numbers.

We are still looking at opportunities for a British round of the CIKFIA European Championships. We have interest from clubs promoting at Donington and Silverstone but we may not be able to meet the deadline imposed by the CIK because the event dates have not been finalised yet with the respective featured international series taking part. Most and Magny Cour are certainly in the running, others besides the UK such as Assen may be an option. The ISS and ESS series remain at odds with each other which is such a pity and definitely not good for the sport so expect to see two rival series operating on mainland Europe again. Efforts to bring them together by a wide cross section of the competitors has so far failed to resolve the issues.

BRITISH SUPERKART GP - LATEST

As you know we have been exploring the possibility of different venues for the BGP.

Unfortunately Donington is no longer an option anymore. Although the Circuit management expressed interest in the BGP they did not want to assign two of their 40 race days just to karting and were only at the final analysis interested in having one class and incorporating it into a car event which is not what we feel the BGP is about at the current time. Its great attraction is having all of the classes together on the one bonanza weekend of the year. Very high cost of circuit time would have killed the possibility in any case as Donington is around twice the cost per day of circuits like Cadwell.

Even at Cadwell next year the outlay will be around £45,000 (there is a 3% circuit increase in the pipeline plus the VAT at 20%), more than half of which is circuit rent.

Snetterton and Anglesey are other options but judging by the survey they are less popular than Cadwell and Anglesey doesn't have an FIA grading so could not accommodate the ISS series and their international drivers even if they wanted to travel the considerable extra distance from the sea ports on the East Coast.

Next year we will be looking even more closely at making the event a success financially so we are looking at bringing in guest classes of cars on each day to increase revenue. Doing this will bring in around £10k of extra income.

To accommodate this we will drop the track time down a bit for the 250's to the same level as the other classes (this responds to the feedback we have been getting from some drivers about there being too much track time and it's all too much of a rush) and drop the Historic's on track demos. The decrease in track time for the 250's will be reflected accordingly in their entry fees.

In this instance all classes would get an untimed practice, timed qualifier, two heats, Sunday warm up, a pre-final and British GP. In the smaller classes some combined grids will be utilised.

If all goes to plan Saturday may see the Mazda and Nippon Challenge's have a practice and two races and on the Sunday our existing partners the British Sprint Championships may be present. These relationships may offer us some further advantages as we go forward i.e shared events and TV maybe but that's for the future if needs be.

RACECAR LIVE

Over twenty five drivers have so far signed up to help us promote the sport at Brands Hatch for RaceCar Live. Places are still available so if you fancy a blast around Brands (4 sessions) for next to nothing please give Terry Bateman a ring on 01782 816808. We will be providing a static display in the inner paddock along with all the other formulae such as Radicals, Caterham's and Ginette's etc. who will be working hard to recruit new drivers into their side of the sport as we will ours.

SAD LOSS OF FORMER SUPERKART DRIVER - JULIAN DURANCE

Really sad to report the passing of Julian, eldest son of Dave Durance at the very young age of just 40. Julian was a good friend of karting in general and will be missed very much.



Some of you will I am sure remember Julian racing with us in 250's a while back but he started racing at School events at 14 with the picture above showing of him at Fulbeck. His first long circuit event was at Mallory Park as the other picture shows. His dad Dave raced successfully with us in F250 National before handing over the kit to Julian. Dave later returned in a F125 ICC kart and race into the 2009 season before retiring once more at the end of last year.

I am sure you will all join me in sending our condolences and best wishes to the family at this very difficult time.

PLEASE THINK ABOUT WHAT YOU POST ON THE INTERNET

I was disappointed to hear that someone had posted a picture of Louis Wall's flip at Donington. This is not the sort of thing we should be posting as it does not do our sport any favours at all. There are some in high places within motorsport that worry Superkarts are getting too fast and therefore dangerous so posting pictures of this sort does not show a true position and does little to help our cause.

In Italy for instance their federation will not permit karts to run on Long Circuits.

Louis, by the way was at the Awards evening last Saturday and is fine but it has to be said very lucky so please think before you post and lets put up positive pictures rather than negative ones.

AND FINALLY FOOD FOR THOUGHT

Many thanks to you all for supporting the long circuit scene wherever you may be racing be it club or championship level it is very much appreciated. We have all had a tough year with limited amounts of money around and I guess it will not be any better next year but we will see.

This year you will be interested to know 171 drivers have competed in at least one long circuit event somewhere in the UK during 2010. That's up on last year (162) in fact so positive.

The trend this year has been much more towards picking and choosing events rather than committing to a full championship campaign. This was no doubt driven by money and the circuits on offer.

In fact the number of drivers registering for one of our championships has dropped slightly again. 66 as against 78 the previous year

That number of 171 was made up as follows :-

Div. 1 Superkarts - 30 (28)

F250 National - 87 (73)

F450 National - 3 (4)

F125 Open - 26 (27)

F125 ICC - 16 (22)

F210 N - 9 (8)

Numbers in brackets are 2009 figures.

Some of these figures include drivers who for instance only race in Ireland or just at Darley or just the BGP but none the less they make up our family and are very welcome whenever they come and join us at the clubs.