

British Superkart Association

Newsletter 2010 - 4

December 2010

Compiled by Ian Rushforth



2010 AGM

The following people attended the AGM which took place at the Kegworth Whitehouse Hotel recently :- Rob Willshire, Ian Rushforth, Mark Vaughan, John Osborne, Terry Bateman, Sue Bateman, Phil Featherstone, Russell Anderson, Don Kennedy, Lee Shepherd, Gary James, Andy Grimm, Neil Hawley, Tony Long, Simon Wood, Bob Clowes, Alan Platt, Paul Platt, John Riley, Dave Harvey, Richard Dewart, Ben Davis, Toby Davis, Richard Davis, Kevin Waring, Keith O'Reilly, James O'Reilly. 19 of those present had voting rights
Apologies were received from Keith Parker who was unwell, Damian Sleep and Ben Willshire who had other commitments

Rob Willshire was elected the new Chairman by 11 votes to 7.

In his acceptance speech Rob paid tribute to the work that Keith had done in his stint as Chairman and thanked him for his efforts.

Mark Vaughan (Treasurer) and Ian Rushforth (Series Manager) were re-elected as was Phil Featherstone as Technical Delegate. The drivers reps. will be elected at the first event in the new series.

As usual there was some lively and good debate on the issues submitted which were as follows:-

Ben Davis had questioned why the Management Committee had decided to abandon the ability of drivers to dual register for other classes that their kit was eligible for. The 250 Clubman Challenge and the MSA 250 National classes were particularly referred to in this respect. There was a feeling of why try to fix something that was not broken.

Those present felt that the Clubman Challenge was of particular interest to the lower budget guys and does encourage entries. After some good debate from all sides of the argument a vote was taken based on the re-instatement of dual registering with the result the motion was passed 10 to 0 for Dual registration.

Again lively debate ensued from another of Ben's items that of the proposed change to the way the grid for the second race at each event was formed. The Committee had suggested that for the second race of the day the grid should be decided by the drivers fastest laps from race 1.

Points made ranged from what's wrong with the existing system - fastest at the front is the safest way - just because you are good doesn't give you the right to start at the front all the time - gives spectators something interesting to watch. These were just a few of the comments

In the end a vote was taken with the result there was a majority of 20 against 1 to retain the current method i.e. qualifying for race 1 and race 1 result for race 2.

Ben's final point was to suggest a team or best pairs competition in F250 National. Many felt it a good idea but there wasn't much support for the teams being made up of top drivers pairing up. It was felt this was a good opportunity to have a mentor system in place where by a top drivers were seeded from last year and then team up with non seeded drivers enabling the top guys to support and offer advice in pursuit of the best pairs title. No decision was made but was referred to the Management Committee to sort out the finer points.

With the red flag incident fresh in everyone's mind from the recent Donington, Ian Harrison requested some discussion on the existing red flag rule. Asking for it to be reviewed and requesting a clearer written rule so everyone knew where they stood. After some exchanges of opinions and views it was agreed to take it back to committee to be clarified ready for the new Superkart yearbook.

Ian Harrison was also concerned about the wording of the 250N engine rules which seemed to suggest an engine could come into the class via the CIK and its homologation process. He was particularly worried the Gas Gas might creep in under the radar. It was clarified that this could not happen until 2013 as the MSA process runs every three years but in theory engines could come in via the CIK process although the CIK had tightened this up recently so that only manufactures of the engine can apply. The point was made that route may not be the best thing for the sport in the UK and should be under the direct control of the MSA. It was further mentioned that in the big picture we need to have a debate on where do future engines come from and what should make up the class in future years bearing in mind that the Honda has long since ceased manufacture although there are plentiful supplies of spares knocking around. The whole matter will be referred to the committee to jointly discuss with the

ABKC who look after the other side of the sport on S/C as to what might be the best way forward in future and post 2013. Those assembled urged the BSA to take ownership of the matter.

The liveliest debate of all came as a result of James O'Reilly asking for the current rule on the start procedure to be reviewed calling it a farce, believing it to be unfair. The issue of not being able to overtake until drivers have passed the start line being the main bone of contention.

Ian Rushforth reminded those attending why the rule of using the transponder signals over the start line was introduced i.e it was a response to much criticism about grid jumping. It was felt that the use of transponder signals was the best and most certain way of policing the order at the start. Without it then grid jumping would be very difficult to police if not impossible and bearing in mind the process must be capable of standing up to the protest and appeal process.

Superkarts are not alone in using this method as many top GT series also employ something similar as they do rolling starts also.

Some of the drivers at the meeting said we start at the going out of the red light so why cant we go racing and overtake and that there was some confusion about the rule amongst the drivers.

Drivers felt the red light was put out too early before the start line and the pace car sometimes doesn't open out as much as it could early on to help clear engines. Both points were noted by the senior Clerks present for future consideration.

The use of camera's and sector signals was mentioned as a possible way of policing things but the Clerks present who have to deal with such things thought that to be difficult and fraught with problems.

It was mentioned that the worst accident in recent times at the Lausitzring was caused by the pace cars speed and the fact that the field got too stretched out so when the front slowed down for the start the back was travelling far too quickly in order to catch up. Lots of varied views here but some interesting debate none the less. After a lot of discussion the subject a vote was taken resulting in a 10 for keeping the existing rule and 9 against. The committee will however look at the wording to see if the process can be made easier to understand.

The use of A, B and C groups when the entry list is beyond what the circuit can hold for racing was brought up.

It is not perfect but the feeling generally was we don't want to turn away entries unless we can help it.

The Championship contenders don't like the fact that when the groups are utilised they do not get to race against their fellow competitor in the title chase thereby losing the opportunity to take points off them.

Further consideration will however be given to the matter to see if a way can be found to improve the situation although this had been studied before.

Richard Davis took the opportunity to thank the hard work put in by the officials everywhere.

Other subjects covered were:-

TV - Some felt that if we do TV it should be on main stream channels like Sky and terrestrial platforms.

Speedway had prospered with TV. The costs can be high and beyond us without a sponsor. TV slots are very often at less than ideal times.

It should be said also that when the drivers have a chance to buy a DVD and support the cost laid out by the BSA the response is generally pretty poor. The recent filming of the Castle Combe event which cost £700 to produce and buy in copies only sold 17 copies and two of them went to drivers not involved in the sport here

New People into the sport - Richard Dewart the Chairman of the Bishops court KC talked about a recent initiative in Ulster where the local drivers brought along their karts for interested parties to have a go, some had never been in a kart before. The day was a big success and about 50 potential new people came along to try things. The day resulted in 7 new people coming into the sport.

Terry Bateman reported he had done 16 ARKS tests at the Darley L/C kart school this year with some now racing at Darley and beyond.



GINETTA SUPPORTS BRITISH SUPERKARTS AGAIN

Ginetta Sports Cars will once again support the MSA British Superkart Championship and the Gearbox Masters for F125 ICC in 2011. The support comes in the form of a test drive in a G50 and G40 sports car. Jason Dredge and Chris Needham enjoyed their day out at Silverstone recently proclaiming it a great experience.



2011 - GETTING THERE

Many of the L/C dates are now in place around the clubs but in the British and National Championships the full picture has yet to be completed.

Here is what the clubs have at the moment

Northern Ireland

1. Kirkistown - April 30th
2. Bishops court - June 4th
3. Kirkistown - June 25th
4. Kirkistown - July 23rd
5. Nutts Corner (Irish GP) - Aug. 20/21st
6. Bishops court - Sept. 24th

The Long Circuit Racing Kart Club @ Darley Moor

1. March 20th
2. April 25th
3. May 22nd
4. June 26th
5. July 24th
6. Aug. 29th
7. Sept. 18th
8. Oct. 2nd (Stars of Darley)

The British Superkart Racing Club

1. Silverstone - April 2/3rd
2. Snetterton - April 16/17th
3. Silverstone - May 7/8th
4. Croft - May 28/29th
5. Cadwell Park (BGP) - July 16/17th
6. Thruxton - Sept. 3/4th
7. Oulton Park - Sept. 24th

As you know we planned to link up with BARC for 6 events within the MSA British 250 series in exchange for the nominated circuits of Donington, Silverstone, Oulton, Thruxton, Snetterton and Croft.

What is shown above under the BSRC is the fruits of that agreement albeit two Silverstones instead of a Donington and a Silverstone

BARC did offer us a Donington but we declined it for two reasons - It clashed with the Stars of Darley event and the track time was short (one 10 minute practice and two 10 minute races which is about 8 laps) even though it was to be televised. The high entry fee compared to track time was not very good either.

Relationships are built by honouring agreements so we decided to take six dates from the BARC even though we needed only five for the Championships. So as it is a nice central location and a high profile circuit the first Silverstone in April will be a warm up club event which will make it a nice precursor to the 250 Championship event that follows at the same circuit in May.

It would be our intention to use this Silverstone meeting as the opening event in the F125 Open National Championship in order to give us the best chance of ensuring a decent grid.

The MSA British Superkart Championship and F250 Clubman Challenge will therefore look like this

1. Snetterton - April 16/17th
2. Silverstone - May 7/8th
3. Croft - May 28/29th
4. Cadwell Park - July 16/17th (BGP)
5. Thruxton - Sept. 3rd
6. Oulton Park - Sept. 24th

It is possible the big Donington Superleague Formula event originally intended for a British Round of the European Championships may be available to us if the cost is viable but we need to decide how we could use this outside the six event format we had envisaged for the Championships. Announcement on this shortly if it goes ahead.

With all of this in mind the Div. 1 series would therefore look like this:-

1. Snetterton - April 16/17th
2. Silverstone - May 7/8th
3. Cadwell Park - July 16/17th (BGP)
4. Thruxton - Sept. 3rd
5. Oulton Park - Sept. 24th
6. TBC but Usually abroad in support of the ISS

F125 Open, F125 ICC & F210 National Package

Apart from on going discussions with our partner clubs for the additional dates and venues we are also waiting for the MSA to decide as to whether they will allow us to run the F125 Open, F125ICC & F210N package to a National B permit. Doing this will allow us to place this potentially smaller grid into one (or two) of the normal Darley club events and give drivers outside the 125 classes who are seeking licence upgrades the chance to compete alongside the 125's etc. thus lifting the grid numbers and thereby helping viability of events for these lower attended classes. This year is a vital year for the 125 classes so all of you guys out there with 125 kit need to support the series and prove to the MSA these classes have a future at National Championship level.

At the moment the calendar looks like this

1. Silverstone - April 2/3rd
2. Cadwell Park - July 16/17th
3. Darley Moor - Date TBC
4. TBC
5. TBC
6. TBC

CIKfia EUROPEAN CHAMPIONSHIPS 2011

The UK applied to the CIK submitting two dates (Aug. 6/7th and July 23/24th). Magny Cour applied for May 21/22nd and Most applied for June 11/12th. Our Dutch friends did not apply for the Rizla Racing Days event to be part of the series choosing instead to run it outside the series in order to save the high CIK fees. We favoured the August date over the July date which would have not been ideal coming has it would a week after the BGP

When we applied we were under the impression that the Rizla was going to be on Aug. 13/14th and not be part of the CIK series. It transpired that the Rizla was in fact taking place on the 6/7th so would have clashed directly with our date at Donington (Superleague Formula). We had no wish to clash and cause the Dutch to pull out of this long established Rizla event so we said to them if you make the Rizla part of the European series we will withdraw our application. With the last minute backing of their ASN, the KNAF, they put in an application and we withdrew ours.

We were commended for this by Vincent Caro of the CIK who thanked us for making a positive contribution for the good of the sport

On the wider front there is much lobbying going on to see if the crazy conflict between the ISS and ESS can be resolved. It is a situation that is damaging our sport at the highest level. So far both remain very entrenched. All the drivers want is a great pan European series to contest with everyone taking part not two series with watered down entries of just a dozen or fifteen in each series.

L/C ARE REPRESENTED ON NEW MSA COMMITTEE

Congratulations to Terry Batemen who has been given a seat on the new committee created for the new structure of governance for the sport. Terry will help represent the Midlands area as the new committee created is organised into areas.

The Kart Technical Expert group and Kart Sporting Expert group now sit below the Kart Committee. Russell Anderson is also a member of the new committee representing the ABKC.

SUPERKARTS AT THE NEC

Come and visit our stand at the Autosport International Show from January 13th to 16th and get all the latest info on the 2011 season



2011 RACE NUMBER ALLOCATION

The BSA has allocated the following numbers for use in 2011. Although optional we would like to see the drivers display these numbers. MSA British Championship Numbers will always take precedence in the event of a clash from other classes.

Classes running with the MSA British Championship will use 00, 01, 02, 03 etc.



MSA British Superkarts

GP	Jason Dredge
0	Jason Dredge
1	Jason Dredge
2	Sam Moss
3	Malcolm Clark
4	Dan Clark
5	Louis Wall
6	Adam Underhill
7	Ben Davis
8	Paul Platt
9	Richard Dewart

Division 1 Superkarts

GP	Gavin Bennett
0	Trevor Roberts
01	Trevor Roberts
02	Gavin Bennett
03	Carl Kinsey
04	Carl Hulme
05	Dave Harvey
06	Richard Dewart
07	John Dickinson
08	Eddie Kooiker

European Champion - Gavin Bennett is invited to run "E"

F125 Open

GP	Danny Edwards
0	Danny Butler
1	Danny Butler
2	Danny Edwards
3	Ben Willshire
4	Louise Colin
5	Lee Morgan
6	James Irvine
7	Noel Lindsay
8	Lloyd Scriven
9	Ben Hughes

F125 ICC

GP	Liam Morley/Daniel Borton
0	Chris Needham
01	Chris Needham
02	Lloyd Scriven
03	Bruce Crawley
04	Kevin Gray
05	Garth Dyer
06	Richie Schmitz

It is not possible to run two of each no. in a race with 125 Open and ICC so the ICC class will run 01, 02 etc

The following seeded drivers cannot take part in the BSA F250 Clubman Challenge in 2011: All past and current World & European Champions. Plus past and current British and National Champions are also seeded out of the Challenge. Addition seeded drivers from the 2010 series are :

Sam Moss	Ben Davis
Malcolm Clark	Richard Dewart
Dan Clark	Adam Underhill
Louis Wall	

The Gearbox Masters Championship

F250 National

00	Louis Wall
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F125 ICC

00	Dafydd Iles
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