

Gippsland Kart



Racing News

Newsletter of the Gippsland Go-Kart Club Inc. Reg A3138F
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NB. The deadline for all newsletter correspondence is 2nd Thursday of each month

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President	Graeme Monds	51345099
Vice President	Glenn Wall	0402339722
Secretary	Anita Stratton	51743870
Treasurer	Phil Lane	0408346849
Race Secretary	Peter Key	0418512942
VKA Delegate	Graeme Monds	51345099
VKA Co Delegate	Glen Wall	0402339722
Mem/Lic. Secretary	Wayne Russell	0411432448
Track Inspector	Geoff Medew	0413443122
Publicity Officer	Anita Stratton	51743870
Grievance Officer	Kevin James	51653356
Duty of Care	Scott Rae	0408617476
Other Members	Graham Clarke	0409006447
	Sean Binney	56255520
	Scott Rae	0408617476

COVER: The Clubman Boys spread out to go into the first corner at the start.- photo by M.Clarke.

This Month in Karting:

I would like to thank all the people who have given information regarding history of our club and also the ones who have given photos etc . I have included a few that Grant Wicks has given me. See if you know the ones at the club presentation held at Lake Glenmaggie. Others are at the Morwell Hillclimb track and Safeway Car park at Sale.

Our last club was well enjoyed by the many who turned up. We all got to witness the Ladies first race at the track (Photos later).

Please read the adendums when you get to the next club day as there are a number of changes which have come in this month. You can do this either by visiting Kartsportnews.com.au or the VKA website or check the club noticeboard. Also note some interesting items in the club minutes.

On a personal note I would like to take the opportunity to thank Peter Key for all his encouragement and many conversations we have had in entry and wish him well on his future journeys. Don't forget to visit occasionally Peter.

See you at the track - *Clarkey.*





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	RACE PLANNER.	
JULY		
6 th	Sun Centre Titles	Swan Hill
13 th	Handbury Titles /Country Series Round 4	Hamilton
19 th /20 th	Golden Power Series Round 3	Bendigo
29 th	Closed Club Day	All Clubs
AUGUST		
3 rd	Open Meeting	Wimmera
9 th /10 th	Australasian 'C' Grade Titles	Gippsland
10 th	Open Meeting	Mildura
16 th /17 th	City Of Melbourne Titles	GKCV
24 th	Tankworld Open	Swan Hill
31 st	Closed Club Day	All Clubs
SEPTEMBER		
6 th /7 th	Open Meeting	Rochester
6 th /7 th	Rotax Nationals	GKVC
13 th /14 th	Junior Sprint Classic	Eastern Lions
20 th /21 st	Australasian Kart Titles	Goulburn Valley
28 th	Bendigo Country Titles	Bendigo
OCTOBER		
5 th	Closed Club Day	All Clubs
12 th	Country Series Round 5	Portland
18 th /19 th	Southern Classic	Oakleigh
25 th	Closed Club Day	All Clubs
NOVEMBER		
1 st /2 nd	Golden Power Series Round 4	Eastern Lions
8 th /9 th	Shane McPhee Memorial	South West
8 th /9 th	Over 40's Grand Prix / Vintage Demonstration	Goulburn Valley
15 th	Southern Zone Series Final Round	Albury
15 th /16 th	Val & Joyce Findlay Memorial/ Formula 100 Nationals	Geelong
23 rd	Country Series Round 6/ Mort Page Memorial	Ballarat
30 th	Closed Club Day	All Clubs
DECEMBER		
6 th /7 th	Victorian Closed Titles	Bendigo
13 th /14 th	VKA "Karter Of The Year" Presentation	TBA

General Meeting – Gippsland Go Kart Club

8th July 2008.

The general meeting of the Gippsland Go-Karts was held at our clubrooms, on Tuesday 8th July, and was declared opened at 8.12 pm by President Graeme Monds.

Present: Anita & Barry Stratton, Wayne Russell, Graeme & Jeannette Monds, Kevin & Marj McKinnon, Phil Lane, Alfi Prestipino, Geoff Medew.

Apologies: Kelvin Jeffrey, Darryll Brand. Glenn Wall. & Peter Key.

New Members: The club would like to welcome Brett Morrow, Bradley Rodwell and Ryan Kelsey we hope you enjoy your time with us and have some great racing.

Minutes from last Meeting. The minutes from the last meeting were read by members present, Moved by Wayne Russell and 2nd by Barry Stratton that they be true and correct.

Treasurers Report: The treasurers report was read and given by Phil Lane to the members present, it was moved by Geoff Medew and 2nd by Wayne Russell.

Business Arising. Graeme asked about the discussion about Clubman Light and Tag. Wayne Russell answered the question.

Delegates Report . There was no verbal delegates report, as we were not at the June meeting, these reports are from the minutes the club received. And read out by Graeme.

State President: Hot laps—non detectable tyre treatment – can be purchased on the internet. This has been tested by Deakin University and can be detected on tyres. Clubs are welcome to take samples as per the rules and then have them sent to Deakin University for testing (at clubs cost).

Airbox: letter of reply read out from Chris Dell (Kiaa) in regards to the faults that have been found of late with the airboxes. Kevin told the members present that tubes were falling out, Oversize tubes were fitted. They are having trouble getting airboxes. If you have one and having any trouble see Kevin or Marj.

State Track: Just a reminder to the grid marshals that they should be monitoring the number of people going on both the IN and OUT grids. Just lately the trend has been to revert back to the old ways where everybody just wandered on the grids.

Junior camp to be held at Oakleigh in September 2008. Details out soon.

State Steward Coordinator:

3.4/05/2008 All Stars series Rd. 2 GKCV.

Rule 25.09 (2) Pg. 158 Exhaust System. Exclusion heat 1.

Rule 5.01 ® Pg. 46 Weight Infringement. Exclusion heat 1.

Rule 5.01 ®	Pg. 46	Weight Infringement.	Exclusion heat 1.
Rule 16.13 (A)	Pg. 94	Kart Contact	Dismissed.
Rule 25.06	Pg. 156	Nose Cone.	Exclusion heat 1.
Rule 16.13 (B)	Pg. 94	Kart Contact.	Dismissed.
Rule 25.09 (2)	Pg. 158	Exhaust System.	Exclusion heat 2.
Rule 25.09 (2)	Pg. 158	Exhaust System.	Exclusion heat 2.
Rule 19.26 (ii)	Pg. 120	Weaving Tyres.	Written Warning.
Rule 19.26 (ii)	Pg. 120	Weaving Tyres.	Written Warning.
Rule 19.10 (ii)	Pg. 117	Tyres Not Marked.	Not Recorded.
Rule 19.10 (ii)	Pg. 117	Tyres Not Marked.	Not Recorded.
Rule 5.01 ®	Pg. 46	Weight Infringement,	Exclusion final.
Rule 16.13 (B)	Pg. 94	Kart Contact.	Not Recorded.
Rule 12.03	Pg. 75	Engine Inspection.	Return Within 21 days.
Rule 5.01 ®	Pg. 46	Weight Infringement.	Exclusion final.

11/05/2008 Open Meeting. Bairnsdale.

Rule 5.01 ®	Pg. 46	Weight Infringement.	Exclusion heat 1.
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18/05/2008. Western District Titles. Hamilton.

Rule 5.01 ®	Pg. 46	Weight Infringement.	Exclusion heat 1.
Rule 5.01 ®	Pg. 46	Weight Infringement.	Exclusion heat 1.
Rule 25.24 (8)	Pg. 164	No air box at finish.	Exclusion heat 2.

Details Not Recorded. Dismissed.

Rule 25.01 (G)	Pg. 153	No Bumper Bar.	Exclusion final.
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Rule 25.24 (8)	Pg. 164	No air box at finish.	Exclusion final.
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31/05-01/06/2008. All Stars Series Rd. 2 & Winter Cup. Geelong.

Rule 16.05 (iii)	Pg. 92	Rejoining Circuit.	10 Place Penalty.
Rule 5.01 ®	Pg. 46	Weight Infringement.	Exclusion heat 1.
Rule 16.13 (B)	Pg. 94	Kart Contact.	Dismissed.
Rule 16.13 (B)	Pg. 94	Kart Contact.	Dismissed.
Rule 16.05 (iii)	Pg. 92	Rejoining Circuit.	4 Place Penalty.
Rule 19.17 (D)	Pg. 118	Fail to return transponder.	Points Penalty.
Rule 16.08 (E)	Pg. 93	Alight from kart.	\$20.00 fine.
Rule 19.17 (D)	Pg. 118	Fail to return transponder.	Points Penalty.
Rule 16.13 (B)	Pg. 94	Kart Contact.	200 Point Penalty.
Rule 19.17 (D)	Pg. 118	No Transponder.	Exclusion heat 2.

Details Not Recorded. Written Warning.

Rule 25.09 (2)	Pg. 158	Exhaust System.	Exclusion Pre Final.
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Rule 25.06	Pg. 156	Nose Cone.	Exclusion Pre Final.
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Rule 19.17 (D)	Pg. 118	No Transponder.	Exclusion Pre Final.
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Rule 19.26 (1)	Pg. 120	Starting Infringement.	Exclusion Final.
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Rule 19.26 (1)	Pg. 120	Starting Infringement.	Exclusion Final.
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Rule 5.01 (B)	Pg. 46	Intimidation of an Official.	\$200.00 Fine.
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07-08/06/2008. North West Kart Titles. Mildura.

Rule 5.01 ® Pg. 46 Weight Infringement. Exclusion heat 2.
Rule 16.13 (A) Pg. 94 Kart Contact Dismissed.
Rule 16.13 (A) Pg. 94 Kart Contact. \$50.00 Fine.
Rule 5.01 ABC Pg. 46 Language Etc. \$100.00 Fine.
7 Matters Dismissed.

Agenda Items. For this Delegates meeting 10th July, 2008.

Delete compulsory clutch for Yamaha S, J & ARC. **Reason:**

1. Dangerous to start procedure – external start on grid – potential 36 weapons.
2. Cost to karter- Starter \$400 Clutch \$400 per engine \$500 for engine.
3. Clutch's unreliable – short life span.
4. Yamaha engine not designed for external starting.

Discussion by the council on the current situation i.e safety on the grid, re starting out on the track. The situation on the unreliability of the ones that are currently registered for the clubman classes etc. Also concerns that there are a number of karters that have purchased clutches with the knowledge that they will be compulsory in 2009 as per the AKA manual for many years now – so it is not something new being presented to the sport.

Items from May council meeting; “AKA rules will be strictly adhered to at all times.” (Document to be present at meeting for approval.)

Rules shown to the delegates present and other issues added.

Clubs need to be aware that as from the 1st July 2008 only D & C 125 licence holders are only allowed to compete and practice with a restrictor for that engine. Any 2007 125 licence holders can upgrade to B grade licence as long as they have completed their provisional requirements and had their licence endorsed by an official at 4 race meetings.

Clubs are required to put a 125 restricted class on their supp regs and if this class is not formed then they can be put at the REAR of clubman. This class is not to be included in the clubman class trophies and to be mixed in the class. 2009 discussion calendar.

RED FLAG CRITERIA: Portland spoke on a criteria that needs to be set on the use of a red flag. This needs to be addressed.

REFUSAL OF ENTRY: Oakleigh asked about a competitor that was refused entry at the Albury race meeting this weekend. And is asking the State Karting Council if they would override this decision to allow him to compete. Oakleigh moved that the competitor is reinstated his entry to the Albury Wodonga race meeting. No Secunder.

Race Report: Hamilton. 80-90 entries. Warrnambool 180 entries Country Series. Rd. 3. Swan Hill 110 entries **10 Classes racing quite good.**

Correspondence In and Correspondence out was accepted by members present.

General: Discussion on shirts etc. for winners in our titles. These items have been ordered.

HELP: Required for "C&D" Titles. Contact Graeme Monds on 0408 512 650, with your name for Saturday & Sunday. Jobs e.g. Kart Retrievers, Engine Tag reading, Tyre Markers, Pit Pass Inspectors.

Members please do not leave your cars in the pits. They are to be unhooked and cars parked near the fence. Also a SAFETY factor please not have any cooking facilities in the pits, it is NOT ALLOWED.

Barry Stratton asked about hot water service for new toilets? Graeme agreed for the club to purchase new hot water service. The toilets maybe in use on club day, but the showers are not ready for use. Anita to see Max and Henryk. Re wiring.

"C & D" Titles: There are supp regs in the clubrooms if anyone is interested, the books are open, we are only taking the grid 24. The supp regs are on the internet now. At the time of doing these minutes there is only 2 places left in Clubman Heavy.

Members who wish to order their lunches on race day, would you please put your order in by 9.30am that will give the girls time to get them ready, and ensure that you have what you want. This will be a great help to us. Thank You

Members please keep reading the notice board in the clubrooms, as there are addendums that will be of interest to you.

Personnel for race day Sunday 27th July, 2008

Clerk of Course: Graeme Monds.

Stewards: Peter Key. Phil Lane. Andrew Broadbent. Darryll Brand.

Scales: Jeannette Monds.

Grid Marshall: Wayne Russell

Scrutineers: Graham Clarke & helpers.

Starter: Scott Rae.

Announcer: Geoff Medew.

Lap Scorers: Irene Cole. Sandy Straughair. Sharon Lowater

Flags: Moe Lions and Moe Apex.

If any of the above personnel cannot do the allocated job they are named for, could you please ring Anita on 51 74 3870 before Thursday 24th July, 2008.

Meeting closed 9.45pm. Next meeting 12th August. 2008 8pm start.

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Photos from June Club Day – by Michael Clarke.



Some of the ladies during their final.

Club Day – April Club Day

Leopard	Clubman Medium	Midgets A
1 st Matthew Bumpstead	1 st Grant Wicks	1 st Ben Schena
2 nd Michael schena	2 nd Max O'Connor	2 nd Troy Alger
3 rd Ricky Lane	3 rd Hailey Straughair	3 rd Jacob Prestipino
Midgets B	Senior National	Rotax Heavy
1 st Connor Dunster	1 st George Hofmann	1 st David Bishoff
2 nd Brock Watchorn	2 nd Duncan Orr	2 nd Dion Gretgrix
3 rd Danielle Jones	3 rd Luke Dilen	3 rd Brendan Sarton
Clubman Heavy	Junior National Heavy	Rookies
1 st Grant Wicks	1 st Zach O'Rielly	1 st James Golding
2 nd Mick Dyke	2 nd Joshua Sarton	2 nd Jamie Westaway
3 rd Brian Milkins	3 rd Nicholas Ellen	3 rd Josh Smith
Over 40's	Junior National Light	Ladies Clubman
1 st Brian Milkins	1 st Reece Wade	1 st Georgie DiSavia
2 nd Frank Schena	2 nd Shayla Golding	2 nd Collette Ackrill
3 rd Brian Golding	3 rd Nicholas Ellen	3 rd Kylie Golding



More Photos from June Club day.

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THE TECH PAGES

The Driver-

I know I've said earlier that the most important part of a go-kart is the seat position, but in reality, there is one more thing which is more important again- the lump of meat positioned by the seat.

Race karts are highly tuned machines that respond to setup changes in extremely small increments. Change the caster-angle of the kingpin by a single degree and the kart will respond. Change the rear track by 5mm the kart will respond. Consider that for a moment- you're changing the total track width by 0.35% [a third of one percent] and the change is noticeable visible and measurable on the stopwatch!

A machine that has such fine adjustments demands finesse, timing, and consistency from the driver.

At Phoenix we are lucky because working with drivers like the Lindstroms, Matt Hayes and Kyle Clews makes the job of diagnosing the set up of a go kart vastly easier for the guy on the other side of the fence and not just because of the feedback offered verbally once the driver is back in the pits.

On the track the behaviour of the kart is defined by two things- the input from the driver, and subsequent response from the kart – in that order. If the driver's input is incorrect or inconsistent the response from the kart will reflect that. It is the driver's job to determine the fastest route through each section of the track and replicate it-lap after lap after lap.

If the driver attacks each corner differently each lap it is almost impossible for either him/her or the pit crew to decipher what the kart is doing.

What's Fast?

So what changes can a driver make to his style to find the fastest route through each section of the track? There are obviously hundred of little nuances that we could discuss for the twenty pages but I'll concentrate on just a couple.

The most important phase of the corner is initial turn in. As we all know karts must unload the inside rear tyre to effectively negotiate a corner and this unloading begins as soon as the driver begins to turn the wheel. The caster of the front end causes the inside front tyre to load up and begin to transfer weight to the outside tyres. The rate of this transfer defines the behaviour of the kart through the rest of the corner.

As a result karts often require a little "flick" at corner entry to begin to unload the inside rear. However- and this is a big 'however'- probably the most common mistake inexperienced make is to be TOO aggressive on the steering wheel at corner entry. This trait is partly learned because on slippery, club day tracks, aggressive input followed by graceful powerslide is often a fast

way to drive. Take that style to a track that has picked up a lot of rubber however and soon the driver must learn that it's hard to powerslide with 16 horsepower on chewing gum.

The most common result of an aggressive input is tailslide followed by the bane of kart-dynamics – the countersteer. Countersteering [applying opposite lock] to a kart is the single worst thing a driver can do. A kart with countersteering applied loads up the OUTSIDE front tyre immediately sending the inside rear back to the asphalt at a rapid rate. A kart being countersteered is a kart with two rear wheels on the track, and a kart with two rear wheels on the track in a corner IS SLOW... particularly if the the track is grippy.

When a driver notices he is countersteering through turns and being blown away on corner exit he should adjust his style accordingly and apply a slower, smoother input to the steering wheel on corner entry. If the rear end slide is still uncontrollable THEN the driver and pit crew know it is time to remove front-steer from the kart by reducing scrub-radius, caster, etc...

Attempting to correct handling ailment like rear-end slide by adjusting the setup of the kart is useless if the driver is not providing the correct input. The set up adjustments are FINE adjustments and cannot always compensate for poor driving, particularly at a big meeting where there are plenty of drivers that ARE adjusting their style to suit the kart and the track!

More next month....

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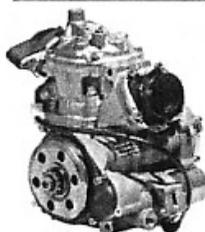
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Note that this is a free service to all members wishing to buy sell or swap. Ads are dropped after 3 issues unless otherwise asked. Contact Graham Clarke—51825907 or SMS 0409006447 or Email: grahamclarke@supernerd.com.au.

For Sale

Kart Trailer for sale. Can be seen at track on race weekends-
Contact Peter Key phone- 0418512942 [0408/3]



For Sale

Midget/Rookie AX5 Rolling Chassis. In good condition hardly used. - \$1200.00 Contact Peter Aitken phone-56253332. [0508/3]

If you sell or withdraw an item please tell Graham so he can update the classifieds.