

# *Gippsland Kart*



# *Racing News*

Newsletter of the Gippsland Go-Kart Club Inc. Reg A3138F

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## **August 2008**

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**NB.** The deadline for all newsletter correspondence is 2<sup>nd</sup> Thursday of each month

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**COVER: Graham Ross working his way around a wet track in TAG 125 Restricted.- Photo M.Clarke**

## *This Month in Karting:*

Boy! What a month we have had. Starting with club day late July and two weeks later the Australasian C & D Grade Championship then looking forward from when I write, the August Club Day only two weeks away. Some are busy this weekend at the City of Melbourne Titles.

Firstly I would like to thank all the volunteers who freely gave their time to make the C&D Grades a great race once again this year. I would like to thank the ones that helped in my corner with tyre marking, tag sealing checks and the techies for some hard decisions and especially those who stepped in at short notice to fill in some critical roles which enabled the race to go ahead – (Thanks Wendy).

Grant Wicks has set up a Facebook Group for all members to join in if they wish. If you are interested- get on the 'net' and visit:

<http://www.facebook.com/group.php?gid=6527368457>

There is some video footage to see, photos from times past as well as a Google street view of the track. If you know some of the past members encourage them to join as well. Thanks Grant.

Adam Bourke from Oakliegh Club sent a flyer to invite clubs down to their 50<sup>th</sup> birthday meeting. They are offering 50 laps of racing in one day for each class, with the finals under lights. Make up of racing is time trial to decide start, 35 lap long distance race with the finals to be a 15 lap sprint. Total \$10,000 prize monies offered. Spit roast available, vintage karts featured – all this is to take place 18<sup>th</sup> October. If you are interested more information is available – [www.ogkrc.com.au](http://www.ogkrc.com.au)

Also don't forget if you have something relating to karting you wish to sell tell me and I will add it into the classifieds, remember if you don't let others know what you have- chances are it won't sell.

See you at the track - *Clarkey.*

## *Marriott's Motorcycles and Power Equipment*

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### *Gippsland Go Kart Club Inc.*

#### *General Meeting. 12/08/2008*

The general meeting of the Gippsland Go-Karts was held at our clubrooms, on Tuesday 12<sup>th</sup> August and was declared opened at 8.05 pm by President Graeme Monds.

**Present:** Anita & Barry Stratton, Wayne Russell, Graeme & Jeannette Monds, Kevin & Marj McKinnon, Alfi Prestipino, Geoff Medew. Glenn Wall, Sandy and Hailey Straughair

**Apologies:** Phil Lane and Graham Clarke.

**New Members:** The club would like to welcome Steven Tatterson we hope you enjoy your time with us and have some great racing, and make some new friends.

**Minutes from last Meeting:** The minutes from the last meeting were read by members present. Moved by Wayne Russell and 2<sup>nd</sup> by Geoff Medew that they be true and correct.

**Treasurers Report:** The treasurers report was held over as the treasurer was away. We will get a full report next meeting.

**Business Arising:** No business arising from last months minutes.

**Delegates Report:** The delegates report was given by Graeme Monds which was held on 10<sup>th</sup> July, 2008.

**State President:** Nil report.

**State Delegate:** John McCleverty was sacked from all his positions on the AKA. Juniors at age 15 and have a senior restricted licence can use a 125 restricted engine. Air box tubes will be replaced – contact the dealer that you purchased it from. Midget class engine to be looked at for the future - and engine to be sourced to fit the requirements set by the AKA/Industry. BMW helmets are approved. Ear plugs are recommended not compulsory. CIK is going ahead in 2009. Discussion on the clutch issue – the delegates felt that there should be only one clutch – David to let the NKC know of Victoria's wishes.

**State Stewards Coordinator:** No report.

**State Technical:** Recommendations from the tech committee conference to go to the AKA conference in August. **Approved for use immediately:** Clutches that have been approved – ST. George, Yamaha, TD. **Recommendation** on the Leopard ignition system – Remo racing to replace all existing ignition systems with rev limited system at no cost to the karter as well as supply the AKA with testing equipment for comprehensive checking of the rev limited system.

**Recommendation** – to be effective 1<sup>st</sup> January 2009 – Leopard engine to use only the noise box that comes with the engine and the AKA/KIAA airbox.

**Recommendation** that chapter 31.32.34 &36 Carburetor–it is permissible to enlarge only existing fuel/air holes, but they may not be deleted or relocated. The holes must be the same shape as original.

**Recommended:** Rule 23.02 (1) Bead retention: Bead retention must be used in the following classes add – open and all unrestricted 125cc classes

**Recommended:** Yamaha J black box – No modifications or internal repairs to the Black box/control module or stator coils on the TCI and CDI ignition system with the exception of the plug lead which can be repaired externally only. To be effective from 1<sup>st</sup> January, 2009.

**State Track:** Reminder to clubs tat grids are once again becoming far too congested. This is a safety issue with far too many people wandering on to the grid. With many drivers now running with a clutch the congestion on the grid is now more of a concern. Clubs are asked to stress to their members, competitors and pit crew to limit their access to the grid for starting.

**State Scrutineer:** Scrutineering is going well by having it done throughout the whole meeting.

**State Publicity:** VKA Brochure – we are working on our old brochure and re vamping it with better photo's and up dating the information.

**Agenda item: Item 1:** 2009 discussion calendar: discussion on the 2009 calendar dates put in these to be looked at next council meeting in August.

**Race Reports:** There were no race reports given.

Correspondence In and Correspondence out was moved by Glenn Wall and 2<sup>nd</sup> Sandy Straughair.

**General Business:** Rosedale Sprint Car club asked Graeme if they could hire our clubrooms on the 17<sup>th</sup> August to hold their AGM meeting. All of our members present agreed. Sandy Straughair went and got quotes on a recycle air conditioner, she was asked to do that. Henryk to check the power to the lap scorer's box, and upgrade power to the lap box if necessary. Scales shed and Tech room to be built, a discussion was held, regarding structure etc. more later. Extra rock to be laid. Alfi Prestipino suggested a end of year dance and memorabilia night, it was discussed at the meeting, he is going to draw up a proposal and ask members what they think, of the suggestion. Club to purchase a compressor, and power one.

**Message from Graeme Monds:** On behalf of himself and the committee he would like to thank all the members who came and gave of their time to help at our titles last weekend, the response for help was great and greatly appreciated, as this meeting has a good name, and how it is run it takes any people to run it, so "Thank You All" once again. A great job done by all. A Thank You to Graham Ross who came over a couple of nights before the event and raked all the bark, and after the event collected the rubbish bins ready for them to be emptied and collected the rubbish around the grounds which saved a lot on Monday morning. Thank you again Graham.

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 31<sup>st</sup> August, 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 28<sup>th</sup> August, 2008.**

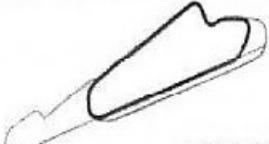
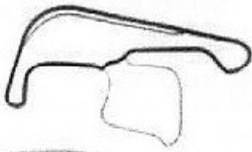
Meeting closed 9.45pm. Next meeting 9<sup>th</sup> September, 2008 starting 8pm.

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

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## Club Day – July Club Day

Leopard Pro	Clubman Light	Midgets A
1 <sup>st</sup> Ricky Lane	1 <sup>st</sup> Angelo D’Ettorre	1 <sup>st</sup> Robert Titherington
2 <sup>nd</sup> Michael schena	2 <sup>nd</sup> Kyle Williamsz	2 <sup>nd</sup> Ben Schena
3 <sup>rd</sup> Michael Clarke	3 <sup>rd</sup> Josh King	3 <sup>rd</sup> Troy Alger
Midgets B	Senior National	Rotax Heavy
1 <sup>st</sup> Justin Carless	1 <sup>st</sup> Duncan Orr	1 <sup>st</sup> Brendan Sarton
2 <sup>nd</sup> Jordan Caruso	2 <sup>nd</sup> George Hofmann	2 <sup>nd</sup> David Bishoff
3 <sup>rd</sup> Connor Dunstan	3 <sup>rd</sup> Luke Dilena	3 <sup>rd</sup> Steve Dansie
Clubman Heavy	Junior National Heavy	Rookies
1 <sup>st</sup> Max O’Connor	1 <sup>st</sup> Joshua Sarton	1 <sup>st</sup> James Golding
2 <sup>nd</sup> Grant Wicks	2 <sup>nd</sup> James Henry	2 <sup>nd</sup> Dylan Slits
3 <sup>rd</sup> Brian Milkins	3 <sup>rd</sup> Zach O’Rielly	3 <sup>rd</sup> Jack Scott
Over 40’s	Junior National Light	Ladies Clubman
1 <sup>st</sup> Frank Schena	1 <sup>st</sup> Nicholas Ellen	1 <sup>st</sup> Kylie Golding
2 <sup>nd</sup> John Schena	2 <sup>nd</sup> Brittany Smith	2 <sup>nd</sup> Georgie DiSavia
3 <sup>rd</sup> Brian Golding	3 <sup>rd</sup> Zack O’Reilly	3 <sup>rd</sup> Anna Ljiljak
TAG 125 Resticted		
1 <sup>st</sup> Graham Ross		
2 <sup>nd</sup> Ken Gardner		
3 <sup>rd</sup>		

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## Australasian C & D Grades Championships 2008

<b>Clubman Heavy</b>	<b>Junior National Light</b>	<b>Midgets A</b>
1 <sup>st</sup> Phillip Smith	1 <sup>st</sup> Shayla Golding	1 <sup>st</sup> Liam McLellan
2 <sup>nd</sup> Shane Renshaw	2 <sup>nd</sup> Matthew Wilson	2 <sup>nd</sup> Danny Carroll
3 <sup>rd</sup> Cameron Giddings	3 <sup>rd</sup> Daniel Valentini	3 <sup>rd</sup> Jacob Prestipino
4 <sup>th</sup> Brett Kitchen	4 <sup>th</sup> Curt Sera	4 <sup>th</sup> Robert Titherington
5 <sup>th</sup> Ian McPherson	5 <sup>th</sup> Nick Ashmore	5 <sup>th</sup> Max Kranjc
<b>TAG 125 Restrict Heavy</b>	<b>Midget B</b>	<b>Clubman SuperHeavy</b>
1 <sup>st</sup> Martin Frendo	1 <sup>st</sup> Reece Sidebottom	1 <sup>st</sup> Simon Cuzens
2 <sup>nd</sup> Hamish Leighton	2 <sup>nd</sup> Lachlan Naismith	2 <sup>nd</sup> Chris Heraud
3 <sup>rd</sup> Sean Morling	3 <sup>rd</sup> Justin Carless	3 <sup>rd</sup> Dion Costigan
4 <sup>th</sup> Ken Gardner	4 <sup>th</sup> Jordan Holowell	4 <sup>th</sup> Peter Sloan
5 <sup>th</sup> Leon Tarrant	5 <sup>th</sup> Johnah Slater	5 <sup>th</sup> Mark Lyons
<b>Junior National Pro</b>	<b>TAG 125 Restrict Light</b>	<b>Clubman Light</b>
1 <sup>st</sup> Matthew Wilson	1 <sup>st</sup> Beau Goddard	1 <sup>st</sup> Christopher Dodman
2 <sup>nd</sup> Shayla Golding	2 <sup>nd</sup> Hamish Leighton	2 <sup>nd</sup> Kevin Taylor
3 <sup>rd</sup> Daneil Valentini	3 <sup>rd</sup> Troy Tarrant	Trevor Allen
4 <sup>th</sup> Ben Wilson	4 <sup>th</sup> Graham Ross	4 <sup>th</sup> Joshua Franzi
5 <sup>th</sup> Zac O'Rielly	5 <sup>th</sup> Steve Jabke	5 <sup>th</sup> Marcel Ghoukassian
<b>Junior National Heavy</b>	<b>Clubman O/40s</b>	<b>Rookies</b>
1 <sup>st</sup> Joshua Sarton	1 <sup>st</sup> Phillip Smith	1 <sup>st</sup> Blaine Densley
2 <sup>nd</sup> Ben Wilson	2 <sup>nd</sup> Rodney Capuano	2 <sup>nd</sup> Jayden Wallis
3 <sup>rd</sup> James Henry	3 <sup>rd</sup> Bruce Mclean	3 <sup>rd</sup> James Golding
4 <sup>th</sup> Mathew Lowater	4 <sup>th</sup> Trevor Handley	4 <sup>th</sup> Mitch Wilson
5 <sup>th</sup> Michael Brohan	5 <sup>th</sup> Mick Dyke	5 <sup>th</sup> Nicholas Reissis

# *THE TECH PAGES*

## The Driver-Part 2

There's an old trick you can try, as pit crew, to assess the steering input of your driver. Take the biggest zip tie you can find, a 12 inch one and wrap it around the top of the steering wheel, with the tail of it pointing straight up. Ignore the puzzled looks of passers-by who assume you've snapped your steering wheel (and the agonising pleas of the driver who almost NEVER wants this trick played on them!) and put the kart on the track.

The zip tie makes every little steering wheel movement PLAINLY obvious from 100 metres. Where in the hustle and bustle, bump and grind of the track the movement of the hands can be difficult to watch, 12 inches of bright blue zip tie makes it very easy to see indeed! If the zip tie wobbles back and forth as the kart takes each corner, then either the set-up is TERRIBLE or, more likely, the driver needs to smooth out their input at corner entry, and precisely apply the right amount of steer to the kart for the duration of the turn.

When the zip tie resembles a graceful metronome, swinging gently from side to side, you've got a race winning champion on your hands.

To see this in action, look no further than the front of the field at a State Titles. Race winners at big events are, WITHOUT exception, smooth and consistent on the steering wheel. Sometimes, they look so relaxed they look slow! Every driver should strive to be smooth, precise, and consistent.

### WHAT LINE?

Because each track - and each corner- are unique, an article like this cannot hope to describe the best line for a kart to take through each corner. It is worth noting, however, that kart races are won and lost on corner exit - and corner exit speed relies heavily not just on set - up, but on the line a driver takes through the corner. It takes practice, both for driver and pit crew, to notice the fine nuances of line through a corner. Remember, if a go - kart is one one - hundredth of a second faster than the rest through each corner, and there's ten corners, that kart is a tenth quicker per lap, and a second faster over a ten lap race! The point is that, in karting, the FINEST details are the difference between winning and losing.

A common driver's mistake is apexing the corner too early. The earlier the apex, the more the kart has to turn after the apex. Without a differential, and with low horsepower, karts are fundamentally poor at accelerating out of corners. If your kart has 2% greater drag under acceleration than the next guy's because he apexed slightly later than you, he will be multiple kart lengths ahead by the entry of the next corner.

You don't have to miss the correct apex by much for the kart to look very ordinary on corner exit. I have personally seen, too many times to count, a

well set up go - kart look slow on the exit of a corner when the driver hit the apex 50cm too early - and subsequently passed very easily by the guy behind who apexed the corner correctly. A driver's pit crew needs to keenly observe the lines of the fast guys through the critical corners of the track, and compare them to lines taken by their own driver. Remember, we are looking for extremely fine differences, as these may be the difference between pole position and 25<sup>th</sup>!

#### WE'RE ALL TRADESMEN

They say a good tradesman never blames his tools – I think the saying should be extended to say that a good tradesman gets the MOST out of his tools. In karting, it is easy to blame the engine, the tyres or the chassis for an undesirable result, but you will never hear a top driver blaming his chassis for a poor performance, because he knows he set the chassis up! You will never hear him blame a badly worn set of tyres because it would be HIS overaggressive driving or poor chassis set - up that killed those tyres. The transition to good driver to great driver often occurs when the driver acknowledges that the quality of their performance on the track is directly attributable to the driver himself. Once the kart has been prepared, set-up decisions made, and the kart pushed out onto the circuit no one but the driver can be responsible for the result, and the best drivers get the most out of the machine they have set up.

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



Scenes of July Club Day- Photos by M.Clarke.