



June 2009 Newsletter

As I did my favourite job last Sunday morning (car park attendant) I had to remind myself that it was “flaming” June as the cold, wet feeling was confusing me. As always at Warden Law the sun came out, dried up the circuit and we enjoyed a great days racing. With a record entry of 116 drivers how many more would have turned up if it had not been raining? Apologies from Bill Elliot and myself for his absence. He did tell me...I forgot!

For me there were numerous points of interest during the day.

The Driver of the Day was unusual in so far as it was a female driver Sarah Budby In Senior Max that got the vote. She got Bill’s vote due to her consistent results relative to her inexperience of both the class and the circuit. Well done Sarah!

A new entrant in Cadets caused a few raised eyebrows as he dominated the grid leaving what we know to be quick, competitive and legal local drivers well behind. I asked Anton van Rooyen, who is a Comer approved engine sealer to assist the scrutineer in checking the leading driver’s engines. Everything was correct with the scrutineer pointing out that everything about the kart, driver, engine and weight was “on the button”. Given that the 2nd and 3rd placed Cadets were both over 3 kg heavier weight may have been a factor.

Driving standards were, I felt, generally better than in previous months. However two drivers disillusioned me a little with their comments following two black flags. Both admitted to deliberately “taking another driver” off the circuit as they felt retaliation was justified. In my mind using any weapon i.e. a kart to assault some else is never justified. I felt that the Clerks were too lenient by awarding (only) a place penalty to one of the two drivers being an experienced Super 1 driver who openly admitted to what he did. *No doubt both the Clerks and the driver concerned will give me some stick over my comments!*

Prokart Grids

Splitting the Prokart grid into Elite followed by Clubman was trialled but I am unclear as to how well it worked. Please email me your thoughts (ian@kartingnortheast.com) particularly as to the question of a 50 metre gap between the two classes. The number of Prokarts on the grid was great to watch. Peter’s explanation, during drivers briefing, of the start line procedure was missed by at least one driver who was black flagged for overtaking before crossing the start line. While the cones are classed as the point at which the front two karts may accelerate they have not replaced the start line. All karts must also remain within the solid white lines that mark the edge of the circuit. *Reading the Karting website there are clearly opposing views on the starts....feedback is needed!*

Setting Up On Race Days

Parking is something that is misunderstood by some drivers. If we accept that all drivers/ circuit operators want big grids then it follows that paddock space will be increasingly under pressure as the popularity of the Race Day grows.

i .The belief that by turning up one or two days early means that the driver concerned can take up as much space as possible is unacceptable. We need common sense to be used here. If parking on the gravel close to scutineering please get as close to the fences as possible keeping gaps between awnings and vehicles to a minimum. If you set up in the middle of the gravel it can be difficult for anyone else to fill the gaps around your outfit.

ii. If arriving on Saturday evening and using the tarmac junior circuit please accept that KNE needs you to avoid wasting space for the same reason. Moving the barriers, which have been positioned by KNE to enable us to get the max number of vehicles onto the tarmac, is unacceptable.

iii. On Sunday morning's I supervise the parking up not least because it is a difficult job to do if visitors do not cooperate. We need to fill the available area keeping wasted space to a minimum. If I ask you to drive to the end of one "alley" it's to enable me to fill all the available space. If one driver decides to park where he wants (as opposed to where I would like him to park) it may well reduce access and/or waste parking space.

As we do not ask drivers to enter prior to race day my mission when parking up is to aim to have space for everyone despite not knowing how many will turn up. You may be the last to arrive one day!

The Kart Shop

The kart shop developments continue with the new website going live this month. The new site can be found at www.kartshoponline.com or www.kartingnortheast.com/kartshop. The new site has details of all the karts, parts and services available along with regular news and special offers. The site also has the addition of a classified section for Karting related goods, so if you're looking to sell you used equipment please speak to the kart shop, prices start at £10 per month, so now is the perfect opportunity to have a clear out.

Summer Holiday Training Days

Alan McLean and Anton will be offering driver training during the school holidays probably based on a full day with KNE at Warden Law. Numbers per day will be kept low to allow maximum contact time with Alan. We will also try to keep different classes together eg Cadets on the same day. Please talk to Alan for further details.

"The UK's Premier Kart Show"

Otherwise known as Kart Mania 09 will take place on the week end of the 28 – 29 November at the Ricoh Arena in Coventry. Their website is www.kartmania.co.uk.

Dates to Avoid

Sunday 14 th June	Exclusive Owner Driver testing from 8am to 2pm
Sunday 28 th June	Exclusive Owner Driver testing from 8am to 2pm
Sunday 5 th July	KNE Championship 6th Round
Sunday 12 th July	Exclusive Owner Driver testing from 8am to 2pm
Sunday 26 th July	Exclusive Owner Driver testing from 8am to 2pm

Dates to Remember

Sunday 21 st June	No Owner Driver Testing (hire kart race day – 3 rd Sunday of month)
Sunday 19 th July	No Owner Driver Testing (hire kart race day – 3 rd Sunday of month)