



## March 2010 Newsletter

Fantastic weather prompted a fantastic turn out in all classes. While I missed timed qualifying and the first heats I gather that the surface caused some problems early on due to the cold, slippery and dirty surface. Sadly the wintry weather over the last two months has resulted in dirty water and mud contaminating the surface. The savvy drivers took tyre pressures well (over 35 psi on Prokarts) up to generate grip on what was a challenging surface. As a result qualifying, and the first heats, resulted in some surprising absentees from the top three positions. Furthermore Peter and Bill felt that either the spring sunshine or too much raw meat brought out the more aggressive aspects of some drivers technique. Bill selected Kieran Smith in Tkm as Driver of the Day for his consistent results throughout the day. Congratulations to Kieran on his achievement.

As I was merely a spectator last Sunday (due to recent replacement knee surgery) I sat and wrote a full report for the Karting magazine which will be due out the middle of April. It should be accompanied by one of Nick Purdie's photo's (with the photo being selected by Kart Magazine not us!). My apologies for an error in the Championship points that appeared on our website – it has been corrected. As a reminder we do rely on the entrants to check their results & points after the Race Day.

As the Senior TKM class is growing we will be running Tkm as a separate grid as from April's meeting.

### **Scrutineering**

As a result of suggestions made by several drivers to increase and/or improve our scrutineering of Honda engines I invited Brian Pollard to assist us last Sunday. Due to the time required to check each engine (45 minutes) and the need to a heated workshop environment to complete the checks we kept 4 engines until Tuesday when the checks were made. Brian is a time served (apprentice) marine fitter at Smiths Docks, Middlesborough, specialising in robotics and latterly in all aspects of IT. He has written several books on kart engines – preparation, tuning, diagnostics etc. Following his own interest in motorsport then his own son's involvement in racing he developed an interest in GX 160's. He does not sell or tune engines for kart racing but has spent several years developing methods to check engine specifications without the need to strip engines. It is obvious to me that any driver, who has spent fortunes buying GX160 engines from an engine specialist, will not want those engines dismantled for a scrutineer to check their compliance. Equally other competitors want checks to be made to make sure that the kart in front is compliant with the regulations. Brian's methods do not need the engine to be dismantled.

We kept back 4 engines from the Clubman karts which were checked by Brian in four ways. Timing casings, stroke, timing and cam lift were checked (ask Anton not me for an explanation!). Nothing out of the ordinary was found with all 4 engines being compliant with the regulations. We will repeat the exercise soon with the Elite class or Cadets being the next on the list.

## **Sunday Practice / mid week testing**

We feel the need to revert to the old method of accessing the circuit which is still the method followed by the bikes using the off-road area. Quite simply when you arrive at the circuit please come into reception, sign on and pay the appropriate amount. Once done the girls will then open the security gate allowing you through to park up. Using the circuit without signing on or paying is not an option.

**Driving Standards** on several occasions recently I have been told that some owner drivers ignore the flags (specifically the chequered flag) given by circuit staff. As responsibility for circuit safety and incidents arising from use of the circuit rest with KNE and its employees any driver disregarding the flags will be asked to leave the circuit. As I had need to speak to one young driver about this last week I ask that the parents assist us in making youngsters understand the need for compliance with the circuits safety procedures.

**Anton in the Kart Shop** tells me that he has only one pair of hands on the morning of a Race Day! If you do need assistance with your kart prior to racing getting underway why not get the checks done during the week prior to Race Day? If you are not local Anton can prep the kart for you at an affordable cost if you leave the kart with us. On a similar note we will gladly obtain tyres for you (which are fresh rubber – not old stock) but we do need one weeks' notice.

**As ever if there is anything that needs bringing to our attention please email me on [ian@kartingnortheast.com](mailto:ian@kartingnortheast.com) or talk to me at the circuit or on the usual numbers.**

## **Dates to Remember**

- Sunday 14<sup>th</sup> March -** Exclusive Owner Driver testing from 8am to 2pm
- Sunday 21st March -** Exclusive Owner Driver testing from 8am to 11am in sessions from 11am to 2pm due to The Thunderkart Challenge. Please bear in mind the shop will not be open.
- Sunday 28th March -** Exclusive Owner Driver testing from 8am to 2pm
- Sunday 4<sup>th</sup> April-** **KNE Championship 3rd Round**

