



March 2008 Newsletter

Tyne & Wear Kart Club Meeting

The first meeting in February got the club off to a great start. The format of timed qualifying being used to determine the start position for every heat worked well as it separates the faster more experienced drivers from the slower drivers. Rolling starts work well when the experienced drivers are at the front of the grid. As circuit operators safety will always take priority so our preference is always for timed qualifying as a way of placing the quicker drivers to the front of the grid. We will be organising 4 heats plus one final for every meeting of the Tyne & Wear Kart Club Championship this year. The next meeting is for Comer, Mini & Junior Max and Senior Max **starting 9 am on Sunday 16th March 2008.**

Karting North East Championship

Last Sunday was the second round of this year's championship with good entries in all grids except cadet. Congratulations to Jessica Bage (Junior World Formula) for being chosen as Driver of the Day. Thanks to those who spoke to me following the meeting.....constructive criticism is always welcome. As a result we will separate Bilands from the Rotax at the starts as drivers from both classes have suggested and agreed it. While the concept of a mixed or Libre class is there to allow new engines to be used alongside established engines I do recognize that there were problems at the starts last weekend.

The Kart Shop at Warden Law

Anton has undergone a second heart operation but does seem to be recovering quite well. He needs an easier life, for example sitting down doing engine work in a warm, cosy workshop. So if you have any engine work on Comer, Honda, Tkm or World Formula he is the man! Please book in any work so that Anton can plan his work commitments during his convalescence. We have now introduced a "cost menu" which is on display in the shop. While we try to offer advice and support to everyone who races at the circuit we have been overwhelmed on race days by drivers who want the work to be done for them. As a result we will now be charging for any work done by KNE staff on a race day.

Tkm

Rolling starts seemed to work well with little oiling up of spark plugs. Recent points that have arisen include the need to avoid revving the engines without load. In other words do not "floor the throttle" with a kart on a stand or if the driver has kerbed the kart and lost the chain. A second point is oiling up of the exhausts. We recently had an engine that would not run well until the exhaust was swapped. It was choked with oil.

A small group of local drivers including Jay Southern, Alex Austin and Connor Savage have been across to Spain in the half term break testing their karts. Connor completed over 350 laps on the 1 mile track in his TKM, using only one set of Maxxis slicks, without any engine problems or breakdowns.

MSA “Lets go Karting”

A recent initiative from the MSA is based on the Karting for Buttons scheme which KNE has applied to join. Quite simply the scheme involves a school visit to promote karting followed by subsidised access for pupils to a training scheme provided by the circuit over several visits. KNE has already started with school visits but we do need help with contact names and addresses for schools which may be interested. We are particularly interested in the 8 – 12 age group.

The Paddock Circuit

The new junior circuit is almost complete and will be open for business by Easter. It will allow us to accommodate children’s parties, junior “arrive n drive” and junior race nights as well as the Karting for Buttons school groups. The benefit to other owner drivers is that the existing circuit will be available for them more often and for longer without children forcing the faster karts off the circuit. As a result, **Sunday morning testing on non-race days will be extended and run from 8am until 2pm** as of April. Due to existing bookings, there may be the odd occasion whereby this is not possible however any alterations will be notified to you by way of the newsletter. (Please note, the first practice on 13th April will be extended to 3pm due to an existing hire kart event ensuring maximum track time is available).

ARKS

Both Peter Knibb and Mark Nicolson (the bearded scrutineer) are ARK’s examiners who are attached now to T & W Kart Club. They can arrange tests either on Saturdays or Sundays given a couple of weeks notice. The ARKS test is required for those of you who need an MSA licence.

The Tyne & Wear Kart Club application has been with the MSA now for several weeks so I am expecting a response by Easter. If our application for recognition is successful then we will apply for permits to run some meetings under the rules and regulations of the MSA later this year. As ever the MSA is not quick.

Charity Karting Event

Karting North East are holding an Endurance Race on 25th May, after the owner driver testing session, in order to raise funds for the Great North Air Ambulance charity. Up to 25 teams of 4 drivers will compete in a two hour endurance race, using our brand new fleet of Sodi corporate karts (arriving April). It promises to be a memorable event and an excellent opportunity to raise money for such a worthy charity. All drivers must be at least 16 years old, however we will have the new junior circuit open throughout the event, giving children from 8 years old a chance to experience karting. This promises to be a brilliant day out for the whole family. If you are interested in taking part please contact Dave or Margo at the circuit for full details.