



Sunday 1st March 2009

Scrutineering

Bill Elliot and I discussed his view that disc protectors must be fitted to all karts to pass a safety inspection. He makes the point that no protector allows the disc to be damaged or destroyed during a race leaving the driver with no brakes. As I remember vividly last year a Senior Max leaving the Gas Works bend, jumping the tyre walls & fence landing in the car park I support his view entirely. Please ensure that your kart has a disc protector fitted.

In the Prokart & Cadet classes the racing was superb with the front runners able to overtake without contact, competing with respect for each other. Both the Rotax classes were OK with Peter and Bill having little to do in way of penalising driving standards. For reasons I do not understand the Tkm class was "shocking" with both parents and the two Clerks expressing concern to me re the safety of those taking part. Clearly there are a few new drivers in the Tkm class. Maybe those who started last year are getting more confident and aggressive and maybe the officials on the circuit are too soft in clamping down on contact driving. I don't claim to have the answer but, as an experiment, we have agreed to trial a simple two hits and you are out policy next month. Lauren (timing) keeps a record of all warnings given throughout the day. In April the second time the same driver is given a warning during the day for contact by the Clerks they will be black flagged. In other words the old policy of two warning per race before the black flag is used is history.

Those parent's who know that their driver received warnings last Sunday in the Tkm class, need to get the message across to their driver that they risk being disqualified from the result. If such action upsets the parents of the driver concerned so be it. To quote Bill "diving for position" into a corner when the kart in front has the line is unacceptable. If Prokarts can overtake cleanly and without contact so can Tkm drivers. I prefer to lose one or two aggressive drivers and keep the remainder of the grid happy then deal with a serious injury.

In addition may I remind all parents that verbal abuse to the Clerks or any member of staff will not be tolerated. The Clerks and marshals cannot / do not watch (only) your driver in the same way as you do. Any marshal with 20+ karts passing his post can visually only take in a part of what is going on. He is not inept.....he is only human. If any parent or driver would like to try marshalling for a couple of hours just to fully understand the issue I will gladly arrange it at any race meeting this year.

Standing starts v. Rolling starts

As you know KNE use timed qualifying to determine grid position which puts the quick drivers at the front. However we saw one or two drivers accelerating far too early before the start of the race raising first corner entry speeds. I have asked Peter and Bill to enforce slow starts with either place penalties or sending the pole man to the back of the grid. You have been warned!

Membership Costs

A driver raised the question of the cost of membership suggesting that it was un-necessary. May I point out the benefits and reasons for a charge? You the member save £ 5 every time you practice here, you receive the newsletter and results, you benefit by way of prizes for success in the Championship and finally our insurers ask that we operate a membership scheme. Finally we have kept entry fees at the same level for the last 5 years...the entry fee comparing favourably with entry fees elsewhere. I would point out that the money raised

by memberships and the presentation night raffle and auctions has kept the club afloat over the years. I have asked Lauren to amend the Championship table to show those who are members. You can still join the club with the benefit being that KNE will include all of your results from February in the Championship results table.

Those who only enter occasionally can do so as non members. Alternatively we charge non members £ 45.00 to enter. Your thoughts please to ian@kartingnortheast.com

Sunday Practice Days (8 am until 2 pm)

- a. There are normally two sessions with Cadets and Prokarts in the first and Rotax and Tkm in the second session. If your driver is a complete beginner he may go out with the Cadets / Prokarts *providing you agree it with the circuit manager on the day.*
- b. Recovery and / or assistance to rejoin will be provided on the circuit but only for the first session that includes the Cadets. The older drivers in the second session must move their kart to a place of safety then go to a marshal post and wait until the end of the session. Recovery can only take place at the end of the session. **NO REPAIRS MAY BE DONE ON THE CIRCUIT DURING THE SESSION.**
- c. Parents must stay off the circuit during the sessions. As we have just repaired the wire fences please do not climb over the fences to get onto the circuit.
- d. When leaving the circuit drive to the left of the corner i.e. well off the racing line. Raise your hand as you slow down indication to the driver behind what you are doing.

The Kart Shop at Warden Law

We believe that we can improve the service we provide on Race Days and possibly Practice days by the use of a designated enclosed area adjacent to the shop for driver support. Those drivers who would like Anton & Ian Bellerby to assist them on Race Days can book in advance into the “awning” and receive help and assistance throughout the day. This will reduce the pressure on Anton and provide an improved service to the customer. Those who need work doing to their kart but are not booked into the “awning” will need to leave their kart with us for the work to be done in the week following the race meeting. For costs and to book in please talk to Anton.

Dates to Remember

Sunday 8 th March	Exclusive Owner Driver testing from 8am to 2pm
Sunday 22 nd March	Exclusive Owner Driver testing from 8am to 2pm
Sunday 29 th March	Exclusive Owner Driver testing from 8am to 2pm
Sunday 5 th April	KNE Championship 3rd Round

Dates to Avoid

Sunday 15 th March	No Owner Driver Testing (hire kart race day – 3 rd Sunday of month)
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