

CAPITAL CITY KART CLUB

MARCH, 2003

P.O. BOX 257, DUNCAN, B.C. V9L 3X3

NEXT MEETING APRIL 12, 2003
AT THE TRACK, AFTER PRACTICE

MEMBERSHIP

Membership renewals were due by Dec. 31, 2002. **Late fees are now being enforced.** Membership and driver profile forms are available under the new "Forms" link. Driver profiles are for races where there is an announcer, Regional and Port Alberni. License forms are available on the BCKCA website. Make sure you get the Regional form.

The next club meeting will be at the track, after practice on Saturday April 12.

The last meeting of the CCKC was held on March 12, 2003, with 26 members plus 6 Executive present.

❖ **Tim** reported on the Area Planning Committee meeting in Youbou, which he and Curt attended. The committee's four main concerns are noise, use of Youbou's water, speeding and pollution from fluid spillage from karts. In response, Tim and Curt told the committee that a noise barrier in the form of a tire wall was being erected at the end of the track facing the village to address noise. Members are being asked to bring water with them to fill the tank, and it was pointed out to them that the club was short of water due to someone (local) emptying the tank. In reference to speeding, the APC was told that members are reminded each weekend not to speed, and there is a sign at the gate to reiterate this as members leave the track. Curt suggested we let the Lake Cowichan RCMP know when we are up there, so they can set up radar if they wish. Dothothy suggested manning the speed board for a day. The committee was told that members are required to have spill trays under their karts, and there is practically no spillage problem. The APC will visit the track on the May 17 – 18 race weekend, so **we will have to present ourselves well**. It was suggested that we continue to communicate with the APC to let them know we are addressing all concerns. Another suggestion was to have a list of all Regional District Directors and members of the Area

Planning Committee so that we could possibly approach each one of them to convince them to support us.

- ❖ **Kelly** has lined up 5 sponsors, and would like 5 more, plus a Regional Event Sponsor. Also need sponsors for the Try-a-kart program.
- ❖ **Roy** said curbing couldn't be done until the track is dry, until then drivers are asked to stay inside the cones.
- ❖ **James** reported that the first practice was cancelled due to rain. The second practice was held March 16, with about 10 intrepid racers, on a very wet track. He thanked those who turned up to help with work parties. Class structure was still up in the air, with the Rules Committee needing to finish discussion on Rotax class weights, and the Sportsman/FPP class, which will be combined, with the rookie rule. The idea is to create an entry-level class which people can compete in using older equipment. It is safer, cheaper, and better racing if there can be just one larger class. James discussed how to identify the correct weights for these karts. The weights could be posted at the scales, noted on tech sheets or on a sticker on each kart. The weights were to be set after the meeting, with input from Marty Venoit.
- ❖ Two **new club members** from Duncan were welcomed to the club, we hope they enjoy the year.
- ❖ Some **club promotional displays** have been completed. The first one, at the Capital's hockey game at the Cowichan Community Centre, was a success, and got good coverage in the local newspapers. Melissa Court, Dave Bell and Phil Shaw had a "race" on the ice, which was fun to watch and certainly got the attention of the audience. It was held in conjunction with the Outdoor Rec Park display. There was a display at Hillside Mall in Victoria on February 22-23. The club members who organized it did an excellent job. They said it was very successful, and the club received good coverage from it. Also, we displayed a kart in Lordco, which drew a lot of interest. We will have a display at Canadian tire on Saturday, April 5. We have brochures on display in Lordco, Duncan Auto Parts, Superior Engine Rebuilders, and Duncan Motorcycle Shop, all in Duncan.
- ❖ **Work parties** will still be needed to complete the tire wall, curbing and grouting. Tim has a line on a gate for the scoring tower fence. Some tires still need banding, and there is general tidying up to do, as well. And then there are the blackberries....
- ❖ James noted that the **Rotax and Leopard engines noise levels** measure fewer than 82 decibels. For the Regional races, the noise level must be no more than 82 db.
- ❖ Roger reported on the **Rec. Park**. The Rec. Park Support Group's speaker, Kathryn Hayworth, president of SCRAMP, the Sports Car Racing Association of Monterey, California, was very well received. She spoke at three separate functions, and provided a highly informative and interesting presentation. Kathryn came up to Youbou to see our

track, and wished us the best of luck in our endeavors. Roger mentioned that the owner of the Paldi lands is supporting the Rec. Park, and that four Duncan businessmen have expressed interest in building an oval track as well as a drag strip. They are willing to put up \$4 million towards this venture. TimberWest has asked for an appraisal of the property earmarked for the Rec. Park. They have said they won't ask for more than the \$800,000 originally mentioned. It is hoped that the asking price will be known by the end of the month.

ROY'S NOTES:

!!!!Wet weather setup!!!!	!!!!Wet weather setup!!!!
<p>Front wheels: - may be moved out as far as possible during wet weather, and if you have a caster adjustment on your kart you can also adjust it to the maximum, this should help reduce any understeer. Also if you have wet weather extender hubs use them, they are very affective as they allow you to run your wheels wider than normal.</p>	<p>Rear wheels: - The rear of your kart is also a critical part of set-up in the wet. Some drivers like to bring their wheels in as far as they can to obtain maximum traction, however taking them in too far binds up yhe rear of the chassis giving the front of the kart too much grip because in actual fact you have widened the front by even more making the kart unbalanced. Moving the rear wheels in about 30mm is about right</p>
<p>Tire pressures: - should be increased by 10 to 15 p.s.i. in the front and 15 to 20 p.s.i. in the rear depending on how wet the track is. This can differ from person to person, I prefer to run lower pressures as this has more rubber on the track and in turn slightly more grip, but test the two tire pressures against each other to find which is the best for you and your kart.</p>	<p>Seat Stays and Seat position: -Remove any you have on your kart to allow the chassis to flex more. You don't have to take them right off just undo the seat bolt and put a zap strap through it. If you have time raise your seat by around 20mm. This will lift the centre of gravity giving you more traction. Moving the seat forward will also help.</p>
<p>Gearing :-In wet conditions your engine is running at lower revs so you should add a couple of teeth to help you pull out of the corners.</p>	<p>SideBars: -Loosen them off as this will also help your chassis to flex more thus resulting in more grip.</p>
<p>Tie rod ends :-It is a good idea to give your kart about 5mm toe out in the wet as this helps wash the water away. Do not forget to readjust the front alignment of the kart when racing goes back to a dry track</p>	<p>Engine: -Always covers the airbox with an airbox rain cover to stop water going in your engine. Failing to do this causes two things; firstlyyour engine has a good chance of simply stopping on the track when it fills with water, secondly water</p>

	will rust most of the componantry inside your engine.
Spark plug: - In the wet you can run a hotter plug than a normal plug for example a B9EG. This plug is very hard to foul up however only use in wet conditions, as your engine will overheat with the plug in the dry.	Tuning: -You will have to run the jets on your engine leaner as you simple will not use the same amount of fuel in the wet because your engine will not run as hard. Bring the low speed in about a 1/4 of a turn and the high speed about an 1/8th is safe and should see your engine run stronger.
Water Repellant :-It is a good idea to spray the top of your plug cap and the top of your carb (be careful not to spray inside your carb) with water repellent such as RP7 or CRC.	Brakes: - Putting tape or a numberplate across the chassis in front of brake system is a good idea. It will prevent dirt and grit getting into your braking system, which could also cause your brakes to jam on.

RACE DIRECTOR'S NOTES:

I'd like to thank the people who did turn out on Saturday and Sunday, the 15th and 16th, for bringing their flippers and braving the storm. The turnout was disappointing, but we did get a chance to finally run on Sunday, which more than made up for it. And, given the weather was as bad as it was, it was a very uneventful day (always good from my_perspective!). As for our class structure... the final details have been worked out. Our 125 WC Spec class will be running at 363 lbs, instead of the previous 352 lbs. This is a national change with the Rotax Max program, and our Leopard racers decided to follow the basics of the Rotax program, to ensure everybody was on a level playing field. The only other modification to our structure was the combining of the Sportsman and Piston Port classes, into one Senior Piston Port class. Details of the weights will be posted very soon, along with the rest of our club's rules package.

Just a reminder to everybody... driver training is March 22nd, and everybody needs to have a copy of both our club rules and the BCKCA rules package (available on the Internet, or from Joanne for a small fee to cover costs of copying).

See you at the track!

MARTY'S MESSAGE:

This month's "TECH TIP" is aimed at the beginner karter. At the track, you and your kart will be pre-teched for safety items.

The tech person will look your kart over for key components that need to be safety wired, such as steering, braking, wheels, third bearing, etc. The beginner karter should learn this routine and use it to pre-inspect their own kart before he or she enters the track to practice or race. While

doing your own inspection, check all fasteners; especially wheel nuts...even expert karters can lose a wheel!! (~Zing~)

Feel free to ask an official at any time to check your kart for safety issues, or explanations on pre-tech. It is your responsibility to operate a race kart within club/regional rules at all times. Have a safe and fun day at the track.

LATEST NEWS: Congratulations to Andy and Curt Haugen, on the arrival of their daughter Grace Isabella, born Monday March 17; 6 lb., 1 oz. Mother and daughter are doing fine, we're not so sure about Curt!

INTERESTING WEBSITES:

www.4cycle.com

www.accuweather.com (for an update on Youbou's weather.)

www.cvorp.com (website for the Rec Park)

CLASSIFIEDS:

Check the classifieds for new postings.

If anyone has ideas for this newsletter, (fact or fiction) please let us know!

