



## Pre-Grid

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Spring is in the air and with it comes racing! Welcome back to the track. We hope you will find this edition of the S.I.K.A. Report informative as there is a lot of news on our club's current situation to read about.

We have recently been dealing with the Spallumcheen Council in an effort to resolve our race schedule problem. Due to a by-law which prevents more than 18 events at the Sun Valley Motor Speedway, we are now left without a race season at our home track. We have been allowed to run the April 21<sup>st</sup>, 2002 race in an effort to assist council in their decision regarding our race schedule. We have invited council to our event with the hope that they will learn more about our club and to demonstrate its importance. Please make them feel welcome. We will keep you informed as more information becomes available.

We hope you enjoy our second issue of this newsletter and your day at the races!

Christy Gregg

Yours in karting,

Christy Gregg # 2  
Gary Gregg # 4  
Co-Editors

## Race Buzz

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### Rookie School Guides New Racers to Checked Flag

Saturday, April 13, 2002 saw the first Annual S.I.K.A. Rookie School at the Alpine Centre in Vernon. Special thanks go out to Davor Kacic and Mike Uganecz for directing the class. The class was approximately 20 people in attendance, primarily Juniors and Rookies. The course outline included understanding the different flags, personal safety equipment, technical safety items for your kart, race day procedures and qualifications and requirements of a karter. Also covered was driver tips such as entering & exiting the track, safety procedures for a stalled kart, grid formation and cornering. All this information is valuable to both new and experienced karters. Let's hope they all paid attention in class!

Christy Gregg



## 2002 S.I.K.A. Race Schedule

250-717-6575 KELOWNA BC

**IF YOU'VE GOT WHAT IT TAKES, WE'VE GOT WHAT YOU NEED...**

WWW.KACICMOTORSPORTS.COM

April 13 <sup>th</sup>	Rookie School (at Alpine Centre)
April 14 <sup>th</sup>	Test & Tune / Swap Meet
April 20 <sup>th</sup> & 21 <sup>st</sup>	Club Race # 1
May 5 <sup>th</sup>	Club Race # 2
May 17 <sup>th</sup> – 19 <sup>th</sup>	<b>B.C.K.C.A. Regional Race #1 (TBA)</b>
June 2 <sup>nd</sup>	Club Race # 3
June 16 <sup>th</sup>	Club Race # 4
June 21 <sup>st</sup> – 23 <sup>rd</sup>	<b>B.C.K.C.A. Regional Race #2 (Quesnel)</b>
June 30 <sup>th</sup> – July 1 <sup>st</sup>	Club Race # 5
July 6 <sup>th</sup> & 7 <sup>th</sup>	<b>Port Alberni (Street Race)</b>
July 14 <sup>th</sup> before	<b>Calgary (last chance Nationals)</b>
July 21 <sup>st</sup>	Club Race # 6
July 28 <sup>th</sup>	<b>Vancouver Molson Indy</b>
August 7 <sup>th</sup> – 11 <sup>th</sup>	<b>ASN NATIONALS (CALGARY)</b>
August 25 <sup>th</sup>	Club Race # 7
September 15 <sup>th</sup>	Club Race # 8
September 20 <sup>th</sup> – 22 <sup>nd</sup>	<b>B.C.K.C.A. Regional Race #3 (CART BC)</b>
October 12 <sup>th</sup> – 13 <sup>th</sup>	Club Race # 9 & 10 / Gobble 500

## Bi-Law Enforcement Affects SIKA

Under the by-law of Spallumcheen Regional District, Sun Valley Motor speedway will be limited to eighteen events for the year. These events include Stock Car Races, Autocross Club Races, RCMP driver training and testing, and Kart Races. The reason for the by-law being enforced is due to the noise and general disturbance the facility has on the neighboring communities. Sun Valley has organized and scheduled eighteen Stock Car events for this season. This leaves us with no dates to work with.

SIKA, as well as the Autocross club, submitted supplementary schedules to council in order to be granted the use of the track on our desired dates. We would be granted a special-use permit with strict guidelines for start time and finish time. It would also state that we could not barter with other associations for track times. Council has agreed to let both clubs have a trial race day. We must advertise this race to the public in order to have a fair evaluation.

After the Rookie School last weekend some of our club members canvassed the affected neighborhoods, Lawrence Heights and Stepping Stones. The reactions from the residents seemed to be mixed.

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The complaints ranged from too much noise, to too much light from the night races, to trespassers looking for a free viewing vantage point, to heavy traffic before and after the races.

This trial race will allow the council and neighbors the chance to evaluate our impact as a kart club apart from the other racing organizations. We will have to be on our best behavior and put on a good show, as we are going to be watched.

I would like to thank Bill Cleve, John Gregg, Bill Burr, Rhonda Burr, and Pete Sweeney for taking the time to go door to door in the affected neighborhoods to advertise our race and listen to residents' concerns. And a job well done to Bill Cleve for getting numerous plugs in on the local CHBC news hour concerning our predicament.

Gary Gregg

## Presidents Prose

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### President's Message:

Welcome to the first race of the 2002 season. As our season gets off to a somewhat slower start than we had anticipated, due to circumstances beyond our control, I would like to take this opportunity to thank you for your patience and dedication to our club.

We may have a few more hurdles to jump to complete our 2002 schedule (nobody said getting a new club off the ground would be easy), but I am confident that we will be able to put together a good season and am looking forward to the membership growing throughout the year.

On a more positive note, the club has purchased its own scale system and thanks to the efforts of Butch Calvert, we also have a trailer to keep some of our equipment in. The track committees have been working hard on locating Crown Land to put our own track together with very encouraging results.

I would also like to thank John Gregg, Mike Uganecz and Davor Kacic for putting on a great Rookie Orientation class. Thanks again for everyone's efforts in working towards a competitive season and our own facility.

Until we talk again; good luck, be fast and be safe!

Bill Cleve  
President

### Buzz Continued

## **SIKARACING.COM**

Our clubs website has a new address. As a club it was decided we needed a simple address that we could tell newcomers to help promote the club. After all [http://www3.bc.sympatico.ca/okanagan\\_karting/index.html](http://www3.bc.sympatico.ca/okanagan_karting/index.html) would not be very cost effective to have embroidered on a club t-shirt or ball cap.

# Weight Watchers!

By the time this will be distributed our club will own a set of scales. Bill Burr helped with the ground work by making a deal with MK Technologies of Kelowna BC. We will have the scales set up at all our club races to ensure a fair playing field. The procedure will be to weigh in after all of the heat and main races. If for whatever reason you don't make weight in the heat races you will be scored a DQ and lined up accordingly in the main. Weighing in too light in the main event will cost a DQ and this will be your finishing result for the day. There are no excuses, not even :

- "My dad didn't put the weight on after he raced it"
- "My nose cone fell off on the track"
- "I didn't bring my lunch money today"
- "I forgot my rib protector"
- "The scales wrong buddy, I made weight last race"
- "I only had ten pounds in the tires this time"
- And DEFINITELY NOT "But it's only one pound"

So boys and girls weight up cause the scales never lie.

Check out [www.mktechnologies.com](http://www.mktechnologies.com) for more scale info!

Gary Gregg

## What's all this noise about racing?

April 18, 2002

When it comes to racing anywhere near residential areas, noise is going to be an issue. And when it comes to the issue of noise, racers are their own worst enemy.

Case in point. Recent events at Sun Valley Motor Speedway have threatened to curtail any racing over and above the eighteen races per year allowed in the Spallumcheen By Law. This means that there is no room in the 18-day schedule for Kart races or Autocross slalom racing. Our club is applying for a special events permit to run our races at SVMS thus increasing the 18-day limit. We can be sure that any residents in earshot of the track, and some others, are protesting the granting of a permit to us. The question will be: Are we an annoyance?

Our organization has a rule limiting noise emission from a kart. It is 87 decibels measured at 100-ft. distance from the point where the kart is at maximum power output. Is this good enough? Maybe yes, maybe no. It depends on how far people are from the track, among other things, the weather etc..

We need to prepare ourselves in the event that the 87-dba rule is not acceptable. Are you prepared to vote for a rule that would further reduce noise levels? And are you prepared to make the changes necessary to achieve lower limits?

Even if all of our engine classes pass the 87-dba test, we know that some are louder than others. These louder classes will see pressure to reduce first. Just take a look at the difference in the silencer requirements for the piston port and ICA classes versus the shifters and Rotax Max. Also note the greater noise output for the free-air cooled motors compared to water-cooled.

What can be done to reduce noise output? Beyond the obvious choice to use more effective silencers, how

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## Advertising

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**Advertising rates** are for a full year (8 issues) and include amendments to your ad as often as required. I prefer to deal with ads submitted in electronic format but will do my best to accommodate your needs. Rates are as follows:

- Business card size (1/8 page) ads, each ~ \$60.00
- 1/4 Page size ad ~ \$80.00
- 1/3 Page size ad ~ \$100.00
- Full Page size or “stuffer” \$200.00 or \$30.00 per issue.

**Kart Klassifieds** are free to SIKA club members.

Send your ads, tech articles, race reports, and letters to the editor courtesy of:

Christy Gregg e-mail: lmoyls@shaw.ca  
RR #4 Site 96 C 29 Fax: (250) 492 - 2778  
Summerland B.C. Phone: (250) 494 - 3012  
V0H 1Z0

# Championship Stats

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## 2001 S.I.K.A. Champions!

Junior I ~ Four Cycle: Cole Langlois  
Junior II ~ Four Cycle: Cale Choboter

Formula 100 Junior: Dean Thornton  
Formula Piston Port Light: Pete Sweeney  
Formula Piston Port Heavy: Butch Calvert  
Intercontinental A: Larry Wagner  
Four Cycle Senior: Gary Gregg  
Formula 80: Blair Gautschi  
Formula 125: Danny Kacic  
FR 125: Matthew Bell



## Perpetual Award Winners

Rookie of the Year: Cale Choboter  
Volunteer of the Year: Dane Cave  
Most Improved: Cole Langlois  
Sportsman of the Year: John Gregg  
Hard Luck Award: Steve Hammond

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about:

- Leak-free flex joints. Make sure joints are tight and square.
- Wrap exhaust pipes and chambers with header tape for insulation.
- Use filters along with air boxes.
- Shroud air-cooled cylinders and heads with absorbent material.
- Dampen air-cooling fins with rubber to limit resonant vibration.
- Switch from chain drive to belt drive.
- Rubber motor mounts.

I throw this out to hopefully promote some dialogue on the subject. I would also hope that other forms of racing will likewise take measures to reduce their noise emissions as well. After all it only takes one bad apple to spoil the whole bunch.

John Gregg, that's my opinion.