



## BCKCA holds AGM

The BCKCA Annual General Meeting was held in Abbotsford on November 3rd & 4th. Your club representatives, Bill Cleve and John Gregg, were in attendance. The meeting was hosted by CARTBC with the Sunday lunch sponsored by WKA.

Time did not allow covering all of the proposed agenda so some items, such as licencing, and final technical regulations were deferred to the next meeting to be held in January or early February. This will allow these items to be dealt with in the light of the 2002 National regulations and new tire homologations that are due out by the end of this year.

Jim Pelk and Terry Pritchard have completed their two year terms as Co-Directors, but have agreed to stay on for one more year in a modified capacity. The 2002 Executive and Race Operational Volunteers are as follows.

Co-Director – Jim Pelk

Co-Director – Terry Pritchard

Secretary – Doug Beglaw

Treasurer – Dorothy Alexander

Assistant Director – Mike Gregg

Provincial Steward – Wayne Groff

Director of Scoring – Donna Pritchard

Regional Starter – Rob

Jonasson

Regional Grid Marshall – James Wilson

Regional Tech Director – Trevor Perfonic

Master of Ceremonies – Bill Cleve

Clerk of the Course – Volunteer needed.

Director of Registration – Volunteer needed

Race Control Administration – Volunteer needed

Discussion of the regional race series centered on making it more fun, by offering more track time racing, and maintaining the series as a step up in competition. It was decided to add a second Final to the

*(Continued on page 2)*

## Next Meeting, November 27th

The next regular club meeting will be held at the Alpine Centre, 100 Kal Lake Road in Vernon at 7:30 pm. You might think that

because it is the end of the season that there is not much to be done at club meetings. Wrong. In order for the club to be viable for

next year and to grow, there is much planning to be done for club promotions and next years race season.

## Who wants a Club Newsletter?

This is a small sample of something that I think the club could publish on a regular basis. Say 6 issues per year. Although we have a website, many of our members are not online. This newsletter can be posted on the website for those that are computer geeks and be mailed out to those that are not. So we all can get the SIKa news.

The newsletter can include editorials, members views, Race Schedules, Club Points, technical articles, member profiles, classified ads, etc. It can also be a good promotional tool for prospective new karters.

Costs of printing and mailing could be offset by selling ads.

We would need an editor.

Any volunteers? If you are interested, see me and I'll help set you up.

*John Gregg*



*(Continued from page 1)*

Sunday program, so that the event would now consist of a qualifying session a pre-final heat and two final heats. The score from each final will count toward the championship. In order to fit the extra final heat into the existing schedule it was agreed that classes would have to be combined into about 10 race groups and scored separately. Two methods of combining classes were discussed. One, to combine classes of differing speed so that karts from the faster class could easily get by the slower class and the two classes would have minimal racing against each other. And two, to combine classes of similar performance. Option two was selected, at least for the first race. In the end the combinations would be at the discretion of the Clerk of the Course. The Race Groups proposed are,

1. JR1-2cycle with JR1-4cycle.
2. F100J with JR2-4cycle
3. Junior ICA
4. S4cy-National (GX200 @320#) with S4-Light (GX160 @320#) and with S4-Heavy (GX160 @340# & GX200 @400#)
5. FPP (Yamaha @340# & PRD @350# & all other PP @360# & no JICAs) with F125WC (Leopard @350#)
6. ICA (320#)
7. F125 moto @385# with FC @385# and with ICC @363#
8. ICA 350 (350#) with Formula A (320#)
9. Formula 80 @ 360#
10. FR125 (Rotax Max @352#) with

FR125-H (Rotax Max @382#)

Note that 4 new classes are added (S4-National, ICC, FR125-H & F125WC) for next year while F100L and F100H have been reduced to one class under FPP.

In view of the Canadian Nationals being in Calgary next year, the Regional Series will be cut back to two races, one in Quesnel and one in the Lower Mainland. Race entry fees will be \$7 less than last year as the assessment for the "Inside Karting" subscription will be funded by licence fees next year.

The licence fee schedule has been revised to generate more revenue. The licences will cost more as the grade of licence increases, as follows,

Junior Licences (all) - \$10

Senior "B" Licence - \$20

Senior "B+" Licence - \$40

Senior "A" Licence - \$60

From the licence fees each family will receive a subscription to Inside Karting. Inside Karting has agreed to include 4 pages of content to B.C. as long as articles are submitted.

All drivers in BCKCA member clubs must hold a Regional or Temporary Regional licence to compete at any club or regional race. Although our club did not interpret the rules this way, it was also the requirement last year.

For 2002, Rookies will be able to race at Regional races.

Club Dues will be \$50 plus \$2 per active driver, up from \$50 + \$1.

Rules proposals which will be forwarded to ASN Canada were voted on with the following being approved,

1. Junior restrictor plates to be 0.425 for J1-4 and 0.500 for J2-4 (same as 2001).
2. No disc clutches in 4 cycle classes.
3. Maximum sound level of 87dbA or as locally mandated, whichever is lower.
4. MG tires and Bridgestone YHC tires

will be permitted when the new tire rule is announced.

5. G-man type nose cones will be allowed in 4 cycle classes.
6. Rookies can compete at Regional Races.
7. Karts with onboard starters can restart in a race provided the driver stays in the normal driving position.
8. Pet dogs are allowed in the pit area on a leash or tether.
9. CIK style classes can run CIK open tires.
10. Engines can be run with the kart on a stand.
11. Nylon lock nuts are not an acceptable means of fastener security where secured fasteners are required.
12. Full belly pans are not permitted. They must terminate at least 16" ahead of the rear axle.

*John Gregg*



SOUTHERN INTERIOR KARTING  
ASSOCIATION

C/o John Gregg  
RR-1, S-31B, C-13  
Summerland, BC  
VOH 1Z0

Phone: 250-494-1497  
Fax: 250-492-1753  
Email: john\_gregg@telus.net

*The family motorsport club*

[www3.telus.net/  
okanagan\\_karting](http://www3.telus.net/okanagan_karting)