



## Pre-Grid

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It is the beginning of summer, there is a lot of racing do. Although we have had our fair share of local track problems, karting is stronger than ever in the rest of our province. The regionals have already had two stops, one in Quesnel and the other at Youbou, going off without a hitch. The third and final stop will be in Chilliwack in September. Capital City Kart Club is now running on their new facility in Youbou. This is good news as the Club has been dormant for a few years. In Chilliwack CART BC, a world class Karting facility, has just been paved with one race under their belt. This facility will host races for both lower mainland clubs, Westwood and Cultass Lake. And if you feel like traveling north the Central Interior Karting Series is always a great time, with races in Williams Lake, Quesnel, and Prince George.

There has already been a good number of SIKA members traveling in order to fulfill their karting withdrawals. I encourage the rest of you to get out there and try some of the other tracks around BC. I can guarantee you won't be disappointed. The host clubs will make feel at home, and if it looks like you're struggling there is always someone around to lend a hand and a little advice to get around their home track. Remember, the more SIKA members that travel and show their faces around the province, the more the other BC clubs will be encouraged to come and support our club when we are running again.

The club is taking the proper steps towards getting a new facility to race at. If you want more information towards this come out to our next meeting on the lake in Summerland.

I'll see ya on the track! Until next time (as my dad always says) keep the rubber side down and have fun!

Gary Gregg

## Race Buzz

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### Milestone Set At CARTBC, by John Gregg

The Cultus Lake Kart Club had the honor of hosting the inaugural race at the new CARTBC track in Chilliwack on the June 15, 16 weekend. Several SIKA members were on hand for the action. David, Kevin, Brady, Eric, Mike, Danny, Davor, Dave, Allan, Dana, and myself all made the trip. My first impression when driving into the track was WOW! This is NICE! I was impressed with how much work had been done to get the facility up and running in a very short time. Paved track and pits, chain link fenced pre-grids, berms with fences and shrubs planted, stairs to viewing areas, etc.

As the track is still under construction, Saturday started with a work party to place and tie tire walls. We worked 'till noon and built walls with thousands of tires. When we ran out of tires we had about  $\frac{3}{4}$  of the track covered well enough to run on. It was decided to use a shortened layout, of the several available, by using a hairpin cut-off after turn 7, which bypassed three corners.

By about 2:00 we started practice sessions, and were able to get 3 good 10 minute sessions in before shutting down. Driving this track is a blast. Because the pavement was less than two weeks old, sticky tires were banned to reduce the risk of damaging the asphalt. As a

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



## • Next Club Meeting will be held on July 23, 7:30pm.

- It will be in Summerland this time at John Gregg's house on the lake.
- John lives on Okanagan Lake directly below the Little Acre Fruit Stand
- The little Acre Fruit Stand is just south of the two government campsites between Peachland and Summerland.
- Heading south on highway 97 turn left onto North Beach Road, this is your first left after passing the Little Acre Fruit Stand, follow North Beach Rd. all the way to the bottom where it turns to a private gravel one lane road. Follow the gravel road for about a kilometer John's house is #13 with the charcoal grey kart trailer parked in the driveway.
- If you are driving around lost phone John @ 494-1497

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result there was no damage and very little marble to deal with. Grip was good and you could run a variety of corner lines, which made for many passing situations. Even though the layout is long it still presents some good technical corners which serve to make it suitable for 4 cycle and shifters alike. Firstly you've got a kink in the breaking area at the end of the straight, then a reducing radius right hander with a left hook at the exit. Similar to Tradex, the short chutes are long enough that even 4 cycles need a brake at the ends. Corner 5 is a tricky left-hander with a right kink at the exit, followed after the next chute by 6-7, a left / right chicane where set up has to be precise. The next turn was a short cut hairpin, which set the slowest speed for the track, as we were using it. This was good for the 4 cycles as it limited how high we could gear and still get grunt out of the bottom. The width of the track combined with left /right combinations also make it a little tougher for blocking. Needless to say I had a ball, and everyone I spoke too seemed to agree.

Practice and racing was done with groups of classes running together. For the races the groupings seemed to be fine. Our practice group included 4 cycle and Rotax Max and the large speed differential was a little trying. It was to the point where it made it difficult to remain focussed on the job at hand, learning the track. This was especially true for people like me, with short attention spans.

The Cultus club is just getting going again, after a year of not holding their own races. I wish them well in what should be a period of renewed growth. Neal, as president, and Chris, as race director, had a lot of pressure on them with a large turnout for the first race, and they handled it very well. It was good to see some old faces out again, Dan Wilson on the flags, the Jespersens at registration, Donna at the keyboard, Malcolm, Dave and Stan helping us on and off the track, and of course the Rainbow crew.

My hat is off to the CARTBC membership and their executive for the fulfillment of their vision. Hopefully all will give this facility the respect it deserves and karting, especially in the lower mainland, will flourish, as it never has before.

# Presidents Prose

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## **Political Wheels Turn with Neck Cranking Speed**

June 12<sup>th</sup> 2002 I had our first meeting (of what I am sure will be one of many) with the Regional District of the North Okanagan (NORD) for what I thought would be on both of the requests we had before them.

As it turned out when it was my turn to get up and speak, I was informed that they would only be dealing with the request to assist us with the application to the province for the crown lease. The request to run on the parking lot at the multiplex would be dealt with by The Greater Vernon Governors meeting (GVSC) the following morning (June 13<sup>th</sup> 2002) at 10 am.

Moving Along, NORD passed a motion for me to meet with Alan Pattison the Director of Development Services and for him to get the information and to report back to NORD at the next meeting as to how much it will cost for NORD to help us with this application.

I met with Mr. Pattison at (9am) June 13<sup>th</sup>. he looked at our plans and made a few recommendations as follows,

- 1) Show the driveway location and any out buildings such as washrooms, scoring tower etc.
- 2) Show Fences, Berms, and landscaping.
- 3) Containment management for sewer, oil and fuel, and noise. He suggested that if we did not have a policy in place for containment management that we get one.
- 4) Suggested we would have to change the zoning from Large Holdings to Commercial C.5 (outdoor recreation with restrictions). Rezoning requires a public hearing and a fee of \$550.00.

So we have lots to do and get back to Mr. Pattison

When we finally met with GVSC and got into the parking lot discussion they asked some very intelligent questions and I felt I gave them professional answers.

The bottom line was that they would put our request before the city of Vernon to see if they have any concerns and have a decision for us at the June 27<sup>th</sup> meeting.

Thanks to Dave Langlois for giving me support at the NORD meeting and hanging in as long as possible prior to the GVSC meeting.

Our request sparked a couple positive news articles in the local paper and radio, with the question of the day on the radio being, (should go-kart racing be allowed at the multiplex parking lot), and the poll showed 75% in favor.

Well we will see you all at our next meeting June 25<sup>th</sup> as there is lots to do.

Bill Cleve

06/19/2002

## 2002 Kart Racing Schedule

April 13	SIKA Rookie School
April 21	SIKA Club Race #1
May 17 – 19	BCKCA Regional Race #1 (Quesnel)
June 21 – 23	BCKCA Regional Race #2 (Youbou)
July 6 – 7	Port Alberni Grand Prix (Street Race) CIKS Club Race #6 & #7 (Williams Lake)
July 12 – 14	Calgary Invitational (practice for the nationals)
July 20 – 21	CLKC Club Race #2 (Cart BC)
Aug 3 – 4	Westwood Club Race #4 (Cart BC)
Aug 7 – 11	ASN Nationals (Calgary)
Aug 17 – 18	CLKC Club Race #3 (Cart BC) CIKS Club Race #8 (Prince George)
Sept 7 – 8	CIKS Fun Race No Points (Quesnel) Westwood Club Race #6 (Cart BC)
Sept 14 – 15	CLKC Club Race #4 (Cart BC)
Sept 20 – 22	BCKCA Regional Race #3 (CartBC)
Sept 28 – 29	CLKC Club Race #5 & #6 (Cart BC Double Header) CIKS Club Race #9 (Quesnel) Wetwood Club Race #7
Oct 12 – 13	Westwood Club Race #8 (Cart BC)
Oct 19 – 20	CLKC endurance Race (Cart BC)

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I made this schedule with information provided by the participating club websites. Cart BC, the new track in Chilliwack has just opened. This is the new home track for both Cultuss Lake as well as Westwood. At this time their locations have not been changed to accommodate this new facility. I'm fairly confident with these dates except for the Sept 28 – 29 at Cart BC being that both clubs have scheduled races for that weekend. Before you drive four to eight hours to your next race it would a good idea to double check with a local. I will do my best to update this schedule as it changes.

## **Sun Shines on Regional Race # 1 ~ Quesnel**

Christy Gregg

It is nearly 2:00 am on Friday morning and everyone is tired. As we pull into the rear parking lot of the Sandman Inn in Quesnel, the excitement begins to mount again as we see the cars, trucks, and trailers of friends and fellow karters and anticipate the weekend's racing. At the front desk we see some other weary eyed karters checking in.

Friday morning is an early one as we need to get ourselves set up at the track. A quick bite at Tim Hortons and off to Cariboo Raceway Park. This being my first trip to Quesnel, I am impressed by their raceway. A Stock Car Oval near the entrance, the 900 meter, dedicated kart track, and a moto-cross track. The pit area for the kart track has ample space and paved lanes to the grid area. It is a bit overcast but looks like it should shape up to be a nice day.

The drivers meeting starts with a welcome to the 1<sup>st</sup> race of the Regional series, some rules of the track and safety items. Friday is strictly a practice day and everyone was anxious to get at it. When it comes my turn to go, I am excited about driving this new track. Unfortunately, when I get on the track, I don't seem to have any power. Once I'm off the track again, we discover my spark plug wire is pushed up against my throttle lever. Well, that's what practice is for.

At the end of the morning, some black clouds have rolled in and we get a brief rain storm. By the time lunch break is over, the sun is back in full force and stays for the remainder of the weekend.

Also new to the regionals this year is the racing format. In past years the format has been qualifying, followed by one heat race and then the main event. This meant less racing time than the average club race. For 2002 we have qualifying, followed by one heat race, and then two main events. BCKCA has moved to this new format in order to try and rejuvenate interest in the regional series. To allow track time for the extra main events, several classes were run together, but each class was scored separately. I enjoyed the new format as it allowed for plenty of RACE time. The grouping of classes gave me more karts to race with but didn't have any affect on the finishing position of anyone in my class.

We are very proud of the strong representation by S.I.K.A. at this first race of the regional series. Thank you to Norm Zittlau, Pete Sweeney, Blaire Gautschi, Dave Saruk, Brian & Cale Choboter, Peter & Adam Higham, Danny & Devor Kacic, Mike & Eric Uganecz, and John & Gary Gregg for making the venture north and taking part in this excellent race weekend. Gary Gregg won second place in the Senior Four Cycle heavy and Dave Saruk placed first in Yamaha Piston Port putting S.I.K.A. on the podium. Special thanks to our club president Bill Cleve for his announcing during the race events and Bev Cleve for feeding him the race results and helping him with name pronunciations!

For more information, the BCKCA Website has now posted the final results for the Regional Race Series.

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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

# WWW.SIKARACING.COM

# Championship Stats

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## SIKA Club Race #1 April 21, 2002

Class	Name		Kart #	Position	Points
J14	Cole	Langlois	47	1	NP
	Jamie	Britch	36	2	NP
J24	Brittany	Langlois	47	1	NP
	Dan	Morris	44	2	NP
J12	Eric	Uganecz	6	1	NP
F100J	Dean	Thornton	74	1	204
	Adam	Higham	4	2	179
	Sheldon	Saruk	1	3	159
	Buddy	Zittlau	23	DQ	DQ
FPPL	Steve	Bartkowski	3	1	NP
	Cam	Winterman	16	DNS	DNS
FPPH	Kevin	Fleming	44	1	NP
	Butch	Calvert	35	2	NP
S100L	Norm	Zittlau	24	1	206
	Pete	Sweeney	3	2	181
	Dave	Thornton	75	3	161
	Henry	Moc	02	4	146
	Steve	Hammond	77	5	136
	Nicholas	Kennedy	9	6	126
S100H	Allan	Monty	8	1	NP
	Dave	Saruk	31	DQ	DQ
FR125	Scott	Ranger	8	1	NP
	Cale	Choboter	44	DQ	DQ
S4H	John	Gregg	3	1	205
	Rob	Morris	44	2	180
	Verley	Calvert	5	3	160
	James	Huber	75	DQ	DQ
	Brady	Bachelor	11	DQ	DQ
F80	Blair	Gautschi	2	1	204
	David	Savoia	14	2	179
	Bill	Burr	71	3	159
	Brady	Bachelor	58	DNS	DNS
F125C	Agostino	Pietramalla	27	1	204
	Davor	Kacic	8	2	179
	Dan	Ursel	7	3	159
	Danny	Kacic	5	DNS	DNS