



Pre-Grid

Here you have it. This is the first edition of the S.I.K.A. Report for the 2002 season. Featured in the S.I.K.A. Report this year will be Race News, notes from our Club President and Vice President, Tech Talk, Schedules and Championship information and our Klassifieds section. Being that this is a club letter, we would like to encourage any club member who wishes to contribute to do so by forwarding information to us either by e-mail at lmoyls@shaw.ca or by "snail mail" c/o Christy Gregg, RR # 4 Site 96 Comp 29, Summerland, B.C., V0H 1Z0. The Klassifieds section is free of charge for club members who have kart related items for buy & sell. Also, feel free to send any comments to us. We will have a "Letters to the Editors" section as well. Read on and enjoy!

Co-Editors,

Gary Gregg # 4

Christy Gregg # 2

Race Buzz

Cultus Lake Kart Club Hosts Indoor Race

by Gary Gregg

The first ever BC Indoor Karting Championships was held on the weekend of February the 16th & 17th in Chilliwack. My Family and I traveled down to compete in our first indoor race. With the schedule set for practice at 9:00am and racing at 1:00pm both Saturday and Sunday we wanted to get there in good time to set up. I suppose we were excited about our first race of the year, because we were the first ones to arrive at 7:00am. Once the doors opened we set up our pits (no tent needed) and registered for a weekend of fun.

The race was held in the Chilliwack Heritage Center. This is a very large building complete with four or five very large barns all connected together. Cultus Lake Kart Club rented two barn areas on the end. They had the pits, concession, swap meet area, Track entrance, and track exit in the one barn area while the oval track and grandstands were set up in the other barn area. The track was laid out using a solid wall of three high straw bails around the perimeter and a single high wall around the inner circumference. To solve the

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Have You Had a Medical Lately?

An up to date medical form is required to hold your karting license. Karters are required to have a medical examination done once every two years. So if your last exam was at the beginning of the 2000 season or earlier your due for yet another medical. You will not be able to race without your medical form. It is always a good idea to have at least one additional copy for yourself. Medical forms available on our website.

www3.telus.net/okanagan_karting/

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



WWW.KACICMOTORSPORTS.COM

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

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problem of running on slippery concrete, the crews mopped in a layer of coke syrup and was left to dry. Considering we were inside, the track was quite large.

Everyone was excited to get out there and turn left. Being that this was the first race of its kind in B.C., we were all faced with the same problem of setting our sprint chassis up to compete on the oval. This would prove to be a learning experience for all.

Our family's strategy going into Saturday was to stay out of the racing incidents (crashes) and the straw bails. I was unable to keep to our strategy, as I was well off the pace causing me to be involved in the back of the pack racing incidents. My sister Christy tried to drive clean races. However being a little off pace as well meant that some of the other racers would pass her via driving over her kart. Dad was off pace also with bad carb adjustments and the wrong gear ratio. Dad faired the best. Using his head, he stayed out of trouble and finished all his races scoring valuable points. With Saturday's heat and main races behind us we all got together and went for dinner with our friends from the CLKC. David Savoia who happened to be working down in the Fraser Valley joined us as well. We hashed out set up and strategy and had a nice time.

Sunday morning the family arrived at 8:00am to change gear ratio's and some chassis settings. We were now ready to race. Our family all performed really well and most importantly we improved on yesterday's performance. Dad placed fourth of nine for the weekend. I placed seventh of nine. I didn't necessarily finish all of the races. Christy did really well being that this race had a lot more traffic and action than she has seen before.

After the the main races concluded Sunday afternoon, CLKC held the "No Bull Endurance Race". This race consisted of three drivers relaying one kart over a set time of one half hour. The race was originally set to be one hour, however, time constraints did not permit. I entered my kart #4 with a team of top quality SIKA drivers, David Savoia, Dad and myself. After it was all over, team SIKA had won. This race proved to be fairly important to win as the team won a purse of sixty five dollars. We've all lost our amateur status.

The whole family had a great time. We would like to thank the members of the Cultus Lake Kart Club for holding such a great event in the middle of February. I encourage everyone who has a chance to make the journey next year to go, you won't regret it.

Drivers Education / Rookie School

New this year to the S.I.K.A. Club will be our first annual Drivers Education & Rookie School. On April 13, 2002 at the Alpine Centre, there will be a classroom session to both learn and review driving rules and driver etiquette. This will be followed up with controlled practice / rookie training at Sun Valley Speedway on April 14, 2002. All drivers are encouraged to attend this program. A **swap meet** will also be held at the race track on the Sunday for anyone who wishes to buy or sell karting related merchandise. The Alpine Centre is located at 100 Kal Lake Road, Vernon (around back). More information will follow on this event as it becomes available.

BCKCA Annual General Meeting Phase 2

Kamloops BC February 2nd & 3rd 2002

1) Regional Race dates: **May 17, 18, & 19 June 21, 22, 23 September 20, 21, 22**

The dates are determined for the regionals although the venues are not, Quesnel gets first choice at the three dates and the other two will be held at the coast. The second race held at the coast will not have 4cycle or 80cc shifter to prevent the north from having to travel down to the coast twice. These two classes will have year end points determined at the first race at the coast and the race in Quesnel only. The third Regional race was added at the coast to satisfy the 2 cycle classes that thought 2 regionals were not enough. 80cc maybe included if the clubs feel strong about attending.

2) The Regional is looking for a **clerk of the course** and a **recording assistant for the clerk of the course**. If you are interested in this position or know someone who may be please submit your name to me.

3) BCKCA licence requierments:

Qualifications

- | | |
|--|--|
| A) 15+ Formula A, Formula Super A,
Formula C, Formula ICC,
Formula 125. | Minimum 6 races at B,B+,or C+
level |
| B+) 15+ Senior ICA | Minimum 6 races at B or C+ level |
| B) 15+ Senior 100 (ICA Novice) Formula 80
F100 Yamaha, Piston Port
125 WC Leopard,Masters,
Senior 4cycle Honda
18+ FR 125 Senior
15-17 FR 125 Junior | Entry Level, Rookie rules apply. |
| C+) 13-15 Formula 80 Junior
Junior ICA
FR 125 Junior | Minimum 6 races at C or D+ level |
| C) 11-15 Formula 100 junior
Junior 2 4cycle | Entry level Rookie Rules |
| D+) 10-12 Formula 60 Junior | Minimum 6 races at D level |
| D) 8-11 Junior 1 –2 cycle (cadet)
Junior 1-4 cycle | Entry level Rookie Rules |

3) Regional License Fees

Junior license -----\$10.00
Sr. B or B+ -----\$30.00
Sr. A -----\$60.00

3) Tires added to previous tire rule :

Bridgestone YHC,
MG Red , MG Orange

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Spec Tire For Rotax Max Bridgestone YGK

3) Restrictor For Junior 4 cycle :

Junior 1-4cycle ----- .502 nogo Restrictor

Junior 2 – 4 cycle ----- Non Restricted .

3) 125 Shifter Weight

All 125 Shifters to weigh 385 lbs.

Tech Talk

Tech Tips by John Gregg

Finding the optimum gear ratio that suits your engine, driving style and track conditions can make the difference in qualifying and your race results.

When considering gear ratios I think of the overall ratio, by this I mean the number of revs of the engine required to move the kart 1 meter. This takes into account three factors, driver sprocket teeth, driven sprocket teeth, and rollout, or circumference, of the tires. When you change tires or even inflation pressure and the rollout changes you can compensate for this by adjusting the sprockets to obtain the same overall ratio. The formula for overall ratio is:

$$OR(r/m) = 39.37 \times \text{Driven teeth} / \text{Driver teeth} / \text{Rollout (inches)}$$

Example, for a 10 tooth driver, 88 tooth driven and a 34.5 in. rollout – $OR = 39.37 \times 88 / 10 / 34.5 = 10.04 \text{ rev/meter}$

Note that the higher the ratio is its numerical value is lower and vice versa.

When trying a different gear ratio you want to evaluate its result on your performance. The stopwatch may tell the story, but you also probably want to know how your top speed was affected. If you use a tachometer with a maximum recall you can use this to calculate your top speed. The formula for speed is:

$$V \text{ (km/h)} = \text{RPM} \times \text{Driver teeth} \times \text{Rollout} / \text{Driven teeth} / 656.2$$

So for the above example at 15000 rpm the speed is – $V = 15000 \times 10 \times 34.5 / 88 / 656.2 = 89.6 \text{ km/h.}$

As a general rule I believe its best to find the lowest ratio that does not cause a loss of top speed or over revving of your engine, as this will give the best jump out of the slow corners. Don't ignore the stopwatch either. For quick reference I like to use a chart that shows the overall ratio and maximum speed for the typical ratios you would use and your typical maximum RPM. This can be done manually or on a spreadsheet program. I limit my charts to the gears I have in my toolbox and sort it by overall ratio. Here is a sample you can expand on.

Rollout->	33.75	34.00	34.25	34.50	34.75						
Driver	Driven	OR	Speed	OR	Speed	OR	Speed	OR	Speed	OR	Speed
9	90	11.67	72.01	11.58	72.54	11.49	73.08	11.41	73.61	11.33	74.14
9	88	11.41	73.65	11.32	74.19	11.24	74.74	11.16	75.28	11.08	75.83
9	86	11.15	75.36	11.06	75.92	10.98	76.47	10.90	77.03	10.83	77.59
9	84	10.89	77.15	10.81	77.72	10.73	78.30	10.65	78.87	10.57	79.44
10	90	10.50	80.01	10.42	80.60	10.35	81.20	10.27	81.79	10.20	82.38
10	88	10.27	81.83	10.19	82.43	10.12	83.04	10.04	83.65	9.97	84.25
10	86	10.03	83.73	9.96	84.35	9.89	84.97	9.81	85.59	9.74	86.21
10	84	9.80	85.73	9.73	86.36	9.66	87.00	9.59	87.63	9.52	88.27
11	90	9.54	88.01	9.47	88.66	9.40	89.32	9.34	89.97	9.27	90.62
11	88	9.33	90.01	9.26	90.68	9.20	91.34	9.13	92.01	9.06	92.68
11	86	9.12	92.10	9.05	92.79	8.99	93.47	8.92	94.15	8.86	94.83
11	84	8.91	94.30	8.84	95.00	8.78	95.69	8.71	96.39	8.65	97.09

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Advertising

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

Championship Stats

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

Racer Of The Month

NAME: James Huber
HOMETOWN: Kelowna
BIRTHDATE: AGE: 15
CLASS: Junior II 4-cycle KART-#: 75
EXPERIENCE: Started racing 2001 -rookie until the 2nd of July
EQUIPMENT: Red Mario Kart with yellow body work, Honda GX160.
MOTOR BUILDER: Self.
SPONSORS: Sponsored by Art Huber Architects Inc. (my dad)
OTHER INTERESTS: -also enjoy mountain biking, water-skiing, hockey and lots of other things
- "Too all the juniors out there, add me to your MSN list. I'm
E-MAIL: "rubberburner75@hotmail.com."

