

October 2010 – BCKCA proposals.

The following are concerns that CKR have and would like to see clarified in the new year.

#1-Safe Passing

We think that the rules for passing as described in the ASN sporting section; 14.1.h, 14.2.d, and 15 are too vague and are very tough to call.

It is generally acknowledged that when attempting to pass, if the one attempting the pass cannot pull up to the steering wheel of the one he is attempting to pass, then the overtaker must back off and abort the pass attempt.

The problem that pops up periodically, is that if the pass is successful, but the overtaking kart is not yet clear of the overtaken kart, when is it appropriate to assume the racing line. Is the pass considered complete only when the overtaking kart is clear of the other and can safely claim the racing line without "chopping" the other off, or is it when the overtaking is half way up on the overtaken, expecting the overtaken to give up the line?

This is particularly concerning in a left turn, right turn sequence

It is our contention that the racers must give each other racing room and that the pass isn't considered complete until the karts are clear of each other.

#2-Equality in the 4 Stroke classes

Now that we are mixing up Hondas and Chondas in the 4 stroke classes, there is concern about equality between the two.

At this point, there are complaints in the junior classes about the fairness of two unequal engines. There will be very hard to rectify because of the different displacements, therefore the different torque curves involved. Any attempt to equalize may work for one track but may not be right for another.

We understand the need for a more inexpensive engine option and feel that this is an area that needs further discussion at the AGM with advice and recommendations from those that have experimented with different combinations.

#3-Single event memberships

Under the current BCKCA rule # 4.2.1, the requirement for a license is that the applicant must be a "member in good standing of a BCKCA affiliated club". In a single event membership case, after the event they cease being a member but retain their license which seems to contradict the license requirement. We know that some of the single event members have been racing at other events, thinking that the license is all that is required.

The club membership requirement as well as the license application procedure is capitalized and underlined in the BCKCA rule book but needs to be more prominently displayed! Both need to be in the same paragraph, capitalized, bolded, and underlined.....and linked to the start-up menu of everyone's computer.

Cariboo Kart Racers

Rules proposals From SIKa for changes to BCKCA for 2011.

1. BCKCA 22.15 Flywheel key. Allow modification or omission for C200 Novice as per junior and senior.

2. BCKCA 22.21 Exhaust system. Delete reference to Stock Muffler for C200 Novice. Allow C200 junior and Senior exhaust system for Novice as well

Reasoning – BCKCA Novice and Canada Junior allow the same spec Honda GX160 engines now, so if Clone 200s are also allowed they should be to the same spec. A club option could be to add a 0.500 carb restrictor such as is used by SIKKA.

3. Drop all th 2 cycle engines from the Novice class. - Only one entered this year anyway. Send the message to parents that you don't have to spend \$3500 on a motor for a 8 year old child. \$350 works just fine. Eliminating these engines ensures that big money engines don't hold an advantage over the low cost engines.
4. Subject to #3 above, add a 0.500” restrictor to the Novice classes. - This will slow Novice to the same or slower than Canada Junior. As it is Novice is faster and that does not make sense, nor is it as safe for young new drivers.
5. Renane Novice to BC junior 1 and Canada Junior to BC Junior 2. - Novice implies new drivers where in fact some have multiple years experience. Now that we have Chondas in Canada Junior it does not comply with the ASN Canada class.
6. Drop the Junior Sportsman class – no entries this year.
7. Determine podium positions for weekend event trophies by finals points only. Ties to be broken by retrogression, where day 2 takes precedent over day 1. - This will simplify final tallying fr trophies at the event.
8. The 2011 BCKC will be a single event to be held in Quesnel.

Southern Interior Karting Association.