



EXECUTIVE DESK

(Brett Aird, Karl Jennings, Peter Hill, Alex Jones & Janet Porter)

The executive is pleased to advise that Janet Porter will be joining the executive as Treasurer.

OFFICIALS COORDINATOR - Why do you race?

The answers to that question are as varied as the number of people who race. For the fellowship of other racers. For the thrill of racing. For the fitness. For the comradery.

Rarely is the answer "because I make a lot of money when I win". In fact, there are very few people who make money out of racing. But with the behaviour that is creeping into some racers, you would think that there are thousands of dollars on the line in every race.

As I do more officiating around the State, I'm seeing bigger temper tantrums than my toddler used to throw when he didn't want to go to bed. Even worse – most of the time it's not the kids.

Drivers coming into the in-grid as if they are still racing. Helmets being thrown, hurling gloves and braces into seats. When the kids do it, the parents tell them to sort themselves out. Unfortunately, the adults seem to think it's acceptable.

Drivers yelling and abusing officials, is the best way to ensure you aren't capable of racing. Not because of any penalty that may be imposed, but because when people get abused constantly, they stop volunteering. When people stop volunteering, there will be no officials and with no officials there is no racing.

If something happens on the track that you are not happy with, the correct way to deal with it is to talk to an official and lodge a protest. If something goes wrong with our kart, get back to the pits and fix it. The correct way to deal with it is not to act like a 3-year-old who wants a lolly.

Show some respect to those who volunteer so you can participate in your sport, and they will continue to volunteer and you can continue to race.

TECHNICAL ADVISOR (Shaune English)

It seems each month something happens that lends itself to a story in the newsletter. This month it's the father that thanked me for making him tighten the safety wire on his sons' brakes. Part way through the race the primary brake cable failed, and the son finished the race using the safety wire.

Brakes should have a secondary safety wire between the pedal and the master cylinder to allow emergency brake actuation in the event of a failure of the primary brake actuator.

This rule is relatively new and came about because of repeated instances of primary braking systems failing. Unfortunately, I'm seeing a lot of instances where the requirement is interpreted to mean 'have a wire attached and you'll pass scrutineering'.

When fitting the safety cable, remember its purpose and ensure it is fitted in such a manner it can achieve its purpose.

A MINUTE WITH Dale Harker, An Adventure into Karting

After a long and arduous time, my brother (Uncle) finally convinced my family and I to move to the country town of Emerald QLD. This was on the pretence that there were plenty of things for the kids to do and the friendliest people in QLD. We arrived in March 2018 to a new school, job, house and town and a little bit of culture shock.

Emerald is a beautiful town built on mining and agriculture with a huge cross-section and social, religious and economical residents spread from one side of the river to the other.

Not long after we rock into town Uncle has the children at the BMX track, on the water slides and out to the dam. His real intention though is to soften me up and get said children into a machine that sits cm's off the ground, is capable of highway speeds and can sometimes cost a small fortune; although I was assured this would not be the case.

So Uncle visited the Emerald Kart Club BBQ at the local Mitre 10 and introduced himself to some members. The next day it was a come and try affair at the track with generous members letting the public utilise not only their karts but suits, helmets and gloves. Two anxious children sit in the karts and practice their breaking and turning under the guidance of veteran kart drivers before being allowed onto the track.

My memory of the first couple of laps is a little terrifying with the children being in charge of motorised vehicle speeding around an idyllic track. These karts go as fast as a car on the

highway a good 8 years before they are even eligible to gain their learner's licences. Their memory is more along the lines of "WOW" and "can we go again".

So many months on, many dollars later, two children have a kart each with all of the paraphernalia that goes with it. They yearn for the weekend to practice their race lines, beat their PB's and play on the tyres in the pits waiting for their next go at the track.

This experience has taught them to take risks to improve their skills, responsibility for a machine that affords them so much pleasure and to gain friendships with wonderful people. So whilst I sit on the sidelines and learn what I can about fuel lines, spark plugs and stater motors I cherish the opportunity they have been given to participate in a sport filled with generous people who are all looking to enrich their lives through a sport they love. Uncle is pretty chuffed too as he also has a kart to play with.



Got questions or would like to see something in the newsletter, let your club secretary know or email admin@kartingqld.com.au.