



January 2015

Happy New Year Karters,

Welcome one and all to what we believe, is a crucial period in our sport. We also believe it has the potential to be a very exciting time with the introduction of a host of new engines into the sport that promises to remove some of the parity issues and concerns that have arisen from a class formula that has been around since the mid-eighties.

The challenge for us is how to combine the new with the old, and allow those that cannot, or choose not to purchase the new engines to still compete and enjoy their racing. With limited time available on race weekends we don't have the luxury of running all these classes separately. We believe the best way is to combine both new and old in the same race, with separate trophies for both that will be commensurate to the entries received. We are led to believe that there should be a decisive performance advantage in favour of the new engines, exactly what that will work out to be across all four circuits is still slightly unclear. The manipulation of weights to attempt some form of parity between the two engines was suggested but we have chosen not to do this at this stage. The last thing the sport needs is the old "the old motor is faster at X track and the new motor is faster at Y track" phenomenon which will only lead to increased cost of having to have both types of engine to be competitive. The idea was also mooted of making some classes "old engines" only. This has been rejected as if somebody were to "walk in off the street" and wants to go racing, and chooses to purchase the new motor to go racing with then that should be encouraged as further down the track these engines should re-enter the market at a second hand value, thus allowing more to be able to upgrade to the latest gear.

There are also big changes happening within the structure of how racing is conducted. Although some points still remain unclear what I can tell you is at this stage the way the majority of Tasmanian Karting operates should be unaffected.

Under the new rules what used to be run as Over 40's will now be called Masters. The minimum age limit for both the Pro weight and the Super Heavy divisions will now be thirty five years. We are also looking at the possible

implementation of different age categories within the class (i.e first over thirty five, first over fifty, first over sixtyetc).

There may be rule changes that may affect you in some way. I urge you to have a read of the rule book and try and ensure you comply, or are aware of how the changes may affect you. There have been changes to the age group classifications and the class names as well as other small changes. Once again though at club level racing, which the majority of Tasmanian Karting is there shouldn't be too much change.

At this stage the 2015 Statewide series will be conducted over the four rounds as per usual at the four clubs. Dates and information can be found on the SWS information sheet, kicking off at CHKC on February 8<sup>th</sup>. The first three rounds will be one day (Sunday) meetings with the final round at NWKC on May 16<sup>th</sup>& 17<sup>th</sup> two days to allow for presentations and engine measuring. Our intention is for this series to be for the traditional red plate and the blue plate event to be held at LKC in November. Please note the rules in regards to minimum entry number requirements within classes where there is a mix of old and new engines. In classes where there are sufficient entries of both engine types two titles will be awarded. Using Junior National Light as an example, if three new engines and three old engines entries are received at all four rounds then two red plates and titles will be awarded. If say three new motors and two old engine entries are received only the new engine title would be awarded. You must use the same engine type throughout the four round series.

Once again we urge all of you to enter this phase with an open mind and a positive attitude. There will no doubt be challenges and hurdles to overcome but how you choose to conduct yourselves will be the crucial part. Be proactive around your clubs and let them know your concerns and more importantly try and come up with ideas and solutions. Together we all have a responsibility to improve our sport and once again make it the enjoyable family motorsport we know it can be.

Regards

Karting Tasmania

