



SUPERKARTS AUSTRALIA CHAMPIONSHIP

It's time to get your entry in with SKA for THE BEND SEPT 20-22th!

This will be the Superkart crackerjack event of 2024!

The entry fee of **\$660.00** is an all-inclusive amount, i.e. entry fee, Friday practice, Dorian/Mylaps/other transponder and garage share for Friday, 20th September, Saturday 21st September and Sunday 22nd September. ***The Entry Fee must be paid in full by COB 18TH September 2024 for acceptance of Entry.***

Welcome to this addition of the SKA newsletter 30th August 2024

The entries for the Australian Championship held at Tailem Bend on the 20th, 21st and 22nd September are now open, along with Sup regs, Sporting regs and all other paperwork for the event. You can find it all on the SKA web site at the EVENTS tab.

This is a much talked about topic and the price increases in Superkarting is just like any other business at the moment and there have been increases. SKA is trying to be fair with the cost of the entry fee, and for three days on one of the very best tracks, pit garage and lap timers we feel it is a pretty good deal. One of the biggest costs for the interstate drivers is the drive there and back but most drivers budget for the championships just so they can be part of a great event.

Superkarting is definitely the lowest budget racing you can get but one of the issues which is becoming an even bigger problem is that most people who want to get involved in the sport have little to no mechanical knowledge. Both Victoria and South Australia have kart shops that can offer sales and support mainly the Rotax Max class which has seen the numbers in that class on the rise. They are bullet proof and simple to work on and a good introductory class in Superkarting but its not for everyone. To get yourself in a kart that has 4 wheel disc brakes, 6 speed gearbox and reach speeds close to 200kph you cannot go past the 125cc National class.

All the karts are now using the sprint KZ engines which have proven to be so much more reliable and faster than the old RS Hondas and TZ Yamahas. There is a couple of good chassis to choose from and the KZ

engines are bullet proof. You can run them standard and they are quick. You can run the modified cylinders out of Italy, and they are even quicker. Even on the TMs an R1 pipe is pretty good so there a lot of combinations to make a fast engine. One thing for sure is that this class is going to be the saviour for Superkarting Australia as they are a good reliable fast and look good.

In this addition of the SKA newsletter, we are doing a feature on the 125cc National class as we are about to head into the Australian Championship, and this is about who is doing what and their preparation for the event. I had to ask for the help of Mark Vella, Tony Lappis and Kristian Stebbing to help put this all together. Tony Lappis with help from Mark Vella have put an article together from what is going on in SA as the drivers down there are about to mix it up with the best in the country.

Sources tell us that the two local hot shots Harry Georgiou and Seb Amardio are coming out with freshly built DEAs and from results from previous meetings these two are quick. Another possibility from the SA clan is Peter Salter in his newly acquired PVP Modena kart (ex-Shaun Jones) so can he get into the rhythm early and better the results of the previous owner. You can not underestimate young James Boden as he is showing that even though he is new to the 125 National class he brings a lot of experience from winning the Stock Honda class and has moulded nicely into his Anderson DEA. James is planning to better his PB lap times from the last time he raced at the Bend. Finally, there could be a couple of surprises coming out of the Lappis camp so wait and see.

The NSW "Rat Pack" 125 drivers has almost dis banded but long time driver Lee Vella who is also the 125cc class sponsor and "never give up" driver Laurie Faulks certainly have the pace to knock off the southern drivers. At the last day / night meeting at SMP both drivers showed good pace even on a very wet track.

Kristian Stebbing was kind enough to whip up the latest happenings in the Victoria club and it appears that the current 125 Australian Champion Brad Stebbing has other commitments and will not be competing this year in his Anderson DEA. Kristian however will be racing the Anderson with a new TM R2 engine and anything to come out of the Stebbs camp will be fast.

Luke Medley has also shown some good pace in his Anderson DEA and Todd Gardner is getting quicker every time he races with his TM. Mick Backer "the oldest driver" can only hope it rains as his driving abilities seem to shine on a wet track. Maybe the economic hardship and COVID has seen the decline in the 125 class in Victoria and it was not that long ago they were getting in excess of 15 karts on the grid at a club meeting. Where did they all go?????

That wraps up the latest newsletter and we wish all the 125 drivers the best of luck. I would also have to say that the kart presentation in the 125 class lately is outstanding so well done everyone who takes pride in their race equipment

Chryss Jamieson and the SKA team