

Reedy's Bathurst Report



Friday the 12th of Feb 2010 will hopefully be remembered by many as the day a bunch of die hard superkarters paved the way for our sport to go out and race on one of the best race circuits in the world. I would like to thank Wayne & Shauna for all the effort they have put in for not only getting us to Bathurst in the first place, but also the tireless amount of hours they both have dedicated to make our club what it is today. Well done also to Mashy for without his professional safety report I don't think the whole idea would have got past the kick off.

Thanks also to Alan & Michelle Dodge who both are always assisting in helping out in the running of all our race meetings & have always been there for the rotax drivers. How could I not mention the huge effort put in by one of my fellow (veteran) driver Gary Pagararo & his wife Pam who drove all the way up from Melbourne for the test, sat around with the crew from 7am till after 6pm only to jump back in and charge off to Phillip island to go and do something completely different (race superkarts).....cheers Gary you are a legend.

Another bunch of people who I will never forget are our pit crew and supporters many who had not only a day off work but also made their own way to Bathurst to help and assist us. You guys and girls make me very proud to be a member of the club. Thanks to Stocky, Mark Rodgers, Jay Cutting, Viv Coady & my son Jesse, your help was much appreciated.

P.S. (the test) The way the weather turned on us in the afternoon the test looked a bit suspect with the organizers looking like they were getting cold feet as 5.40 pm got closer. At about 5pm Wayne and I went to the tower to try and calm a couple of people who seemed to be clutching the indemnity forms all the drivers had signed. As another huge black cloud rolled in behind the mountain we explained to the big boss that we run on wet tyres and that he was in safe hands. At this point his ulcer seemed to stop pounding in his stomach and we came to an agreement. We were to go and wait by our karts ready to mount our wets if it was deemed necessary. That we all did and with five minutes to go the call was wets. So with that in mind 6 superkarts rolled out of pit lane

to do our three laps. After cruising around on our sighting lap we all came to the conclusion that the track was completely dry and we had been sent out on the wrong choice of tyres. At this stage of the afternoon this was just a bit of bad luck. Now I speak for myself as I can tell you the next two laps I was still exploring the lines between the concrete walls. Gary & Warren put the boot in and charged off into the distance. I can conclude that Eastern creek gearing would be an ideal starting point but for me this was messed up somewhat by the fact that my slicks are on 5inch wheels & my wets are on 6inch wheels. The concern of over revving down conrod was now not a worry. The drive from Forest elbow all the way around the track back to the cutting is a very nice, fast piece of road that safety wise to me did not present any problems although in saying that I would think anyone who had a lose or went off into a sand trap would have to have a serious think about their arrangements of direction when they hit the beach (obviously to avoid a dig in and roll situation)

The next two laps to me were not near enough to explore the limits of adhesion from BP cutting across the mountain and back to Forest Elbow and this part of the track I drove with self preservation in mind. On the drive home I had time to reflect on this and I know for a fact that my next ten laps over this mountain will be somewhat more spirited. Overall my opinion on the circuit is that it has huge potential for superkarts and offers an experience that could only be found if it were possible to race at Amaroo Park, Oran GP, Lakeside & Wanneroo all in the one day!

Superkart drivers are generally a safety conscious bunch of people who have a love of motor racing. Before anyone could contemplate racing at Bathurst I would suggest they go out and acquire a full National superkart licence & I would go as far as suggesting that entries to a Race meeting at the mountain should be graded on each and every driver's record of safety & driving standards. This day was a huge experience & has reinforced the fact to me that as a growing club we all need to get together more on social occasions as I for one enjoy the company of you people nearly as much as the racing.....so on that note I say thanks again to everyone & another successful day was had by the N.S.W. Superkart Club.....cheers Reedy