

QLD Superkart Newsletter

January 2023



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EDITORS WORD

2022 was a great year for the Queensland Superkart Club Inc. We welcomed new members in Craig Hillier and Dylan Mavin with both achieving some great results in their debut year. Welcomed Paul Prineas back to the club after a few years away, Paul took on the DSO (Driving Standards Observer) role and did an amazing job and was rewarded at the Gala receiving the Ashley Zahl Award for Outstanding Club Member.

Ewen Burg spent the year wrestling with his PVP 250 International but after many many hours in the shed and some guidance by other members particularly Brock Nicholas most of the gremlins were sorted by the end of the season and you couldn't wipe the smile of his face when he crossed the chequered flag rather than returning on the trailer of shame! We catch up with Ewen as part of our driver profile series.

Doug Amiss took on the President role for 2022, taking over from Tim Weier who stepped back to the Vice-President's role. Doug had a successful year and has been working hard in the background with plenty of big things planned for 2023!

The 2022 Gala was held on December 10th at the Geebung RSL, it was a brilliant evening hosted by Paul Prineas and Russel Jamieson. Deserving winners in all categories see below for the full report. Big thanks to all those involved in making the night run smoothly.

3 new members have joined the club for 2023 – Benjamin Jagger running a Stockman Chassis and a Honda 450 4 Stroke mounted to it. Brad Hall running a 250 National Anderson Mirage Chassis with a GAS GAS on it. Lee Robinson joins the Rotax class, looking forward to seeing these guys on track and getting up to speed in their respective classes.

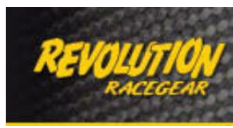
The 2023 Calendar is locked in with 4 rounds at Queensland Raceway and 2 Rounds at Lakeside Park. The club is excited at the possibility of trying the new layout that QR are working on over the Christmas break!

Regards Editor

Tim Weier

2022 GALA

After a frantic year of racing the club celebrated all the amazing victories and what could have been on the 10th of December at the Geebung RSL. A brilliant night was had by all hosted by MC's Paul Prineas and Russell Jamieson. Big thanks goes to Bernard Weier for his artwork skills creating the class trophies and him with Marilyn Weier assembling them, Brock Nicholas for donating the frames. Doug/Roger Amiss for organising the night and Craig Philp organising the AV setup for the night and everyone who donated to the raffle.



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83 interiors
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Peter Nuske has been the dominant force in this class taking the last 6 Championships over recent years but after a solid Rookie year in 2021 Paul Buckley emerged as a real threat to de-throne Peter in 2022. It was a great contest all year and went right down to the wire with Paul needing to win all 5 races at the last round to steal it. He drove superbly including almost breaking Peter's lap record gave him every chance possible 1 small mistake saw it slip through his grasp for 2022.

125 Rotax Light:

1. Peter Nuske - 6843 points
2. Paul Buckley – 6702 points
3. Ben Longland – 4130 points



David Dyson has established himself as the man to beat in this class taking out the last 3 championships but 2022 was blown wide open with David unavailable at the start of the year due to date clashes with his other commitments. Andrew Cain enjoying his second year with the QSC started 2022 and got off to a slow start with Nick Marshall taking the opening 2 rounds. They both missed Rd 3 due to COVID before Andrew went on a winning run picking up R4, 5 and 6. It was Rd6 that proved pivotal with Nick suffering engine gremlins and lacking HP allowing Andrew to clean sweep the weekend and gain 800 points advantage for the round. Fantastic racing all year between these guys and can't wait to see them go at it again in 2023!

125 Rotax Heavy:

1. Andrew Cain – 5906 points
2. Nicholas Marshall – 4706 points
3. David Dyson – 2476 points



2022 GALA

A classics father vs son battle in the 85cc Class, Drene Jamieson and his son Lindsay battled it out for honours over 2022. Lindsay used the exuberance of youth to get one up on Drene, It was great to see Drene back behind the wheel though after a couple years off due to health issues.

85cc Gearbox:

1. Lindsay Jamieson – 2505 points
2. Drene Jamieson - 1983 points
3. Chryss Jamieson - 283 points



Some red-hot action between the 2 main championship protagonists Doug Amiss and Russell Jamieson, The Coach Design team have been putting in hours of work into their TM package and got some very impressive numbers on the dyno. Bluff Racing have their Anderson TM package dialled and smashed PB's all year long. All their hard work resulted in them claiming their first Championship. Dylan Mavin jumped into the Coach Design Anderson for Rounds 4 & 5 and loved it having previously raced Superbikes, quickly getting up to speed. We hope to see more of him in 2023!

125 National:

1. Doug Amiss – 4773 points
2. Russell Jamieson – 4182 points
3. Dylan Mavin – 1382 points



The 250 National class went through solid growth in 2022 and another couple joining the fray in 2023! Weier Family Racing were not on their A-Game this year and Steve Murray took full advantage to push them all the way and if not for some bad luck on his part it could easily have been the other way round, but Weier Family racing extended their wining streak to 6 Championships in a row starting with 2017.

250 National

1. Timothy Weier – 4261 points
2. Steve Murray – 3628 points
3. Lachlan Crisp – 1763 points



2022 GALA

Ewen Burg chased Brock Nicholas all year battling reliability issues but when it was going, he was fast! Coming right down to the last round and with Brock having to sit on the sideline with some urgent parts not arriving in time, all Ewen had to do was finish all 5 races. Clicking off wins in race 1, 2 and 3 all was looking well until a DNF in race 4 getting caught out by wet conditions and a DNS in race 5 brought his charge to a grinding halt. Big congratulations to Brock for taking out the championship. Russell only jumped in his twin twice in 2022 racking up big point scores both times to round out the podium.

250 International

1. Brock Nicholas – 3267 points
2. Ewen Burg – 2857 points
3. Russell Jamieson – 1908 points



Perpetual and other Awards:

Best Presented Kart:

Bluff Racing



Best Presented Team:

Bluff Racing



Encouragement Award:

Craig Hillier



Ashley Zahl Award:

Paul Prineas



2022 GALA

Outstanding Achievement:

Paul Buckley



Most Consistent Award:

Russell Jamieson/Peter Nuske



Harluck Award:

Ewen Burg



Club Champion:

Russell Jamieson



SUPERKART 2022 SERIES

Position	Kart #	125cc Gearbox	Points	Trails By
1	46	Doug Amiss	4773	
2	86	Russell Jamieson	4182	591
3	86	Dylan Mavin	1382	3391
4	86	Chryss Jamieson	1321	3452
5	23	Timothy Philp	500	4273
6	11	Laurie Fooks	360	4413

Position	Kart #	250cc National	Points	Trails By
1	89	Timothy Weier	4261	
2	61	Steve Murray	3628	633
3	7	Lachlan Crisp	1763	2498
4	20	Glenn Wiggins	849	3412
5	85	Russell Jamieson	788	3473
6	71	Kayne Otway	403	3575

Position	Kart #	250cc International	Points	Trails By
1	133	Brock Nicholas	3267	
2	27	Ewen Burg	2857	410
3	35	Russell Jamieson	1908	1359
4	79	Steve Cloake	818	2449
5	43	Timothy Weier	250	3017

Position	Kart #	125cc TAG LIGHT	Points	Trails By
1	16	Peter Nuske	6843	
2	12	Paul Buckley	6702	141
3	77	Benjamin Longland	4130	2713
4	65	Craig Hillier	3045	3798

Position	Kart #	125cc TAG HEAVY	Points	Trails By
1	72	Andrew Cain	5906	
2	15	Nick Marshall	4706	1200
3	20	David Dyson	2476	3430
4	33	Glenn Wiggins	1143	4763

Position	Kart #	85cc Gearbox	Points	Trails By
1	87	Lindsay Jamieson	2505	
2	87	Drene Jamieson	1938	567
3	81	Chryss Jamieson	283	2222



CRAIG HILLIER

Craig joined us for the 2022 season having 0 previous motorsport experience but with a love of tinkering on all things mechanical and electrical.

Craig joined the Rotax class which is a perfect introduction to Superkarting. His first foray onto the track was met with apprehension at the thought of doing 150+km/h but that quickly disappeared and the Racer in him took over

Craig really hit his stride at the end of the season setting a new PB 16 seconds faster than Round 1 at Queensland Raceway and 7 seconds faster Lakeside. He hopes to continue this trend and become a regularly mix it up at the front in 2023 we can't wait to see his progress in 2023.

Narrowly missing out on 3rd place in the Rotax Light Class, he did pick up the Encouragement award and Rookie of the Year award at the Gala. Congratulations Craig and can't wait to see him progress further in 2023!



GLENN WIGGINS

Glenn took a big step in 2022, going from the 125 Non-Gearbox Rotax up to the 250 National class. We catch up with him and get his view on 2022.

QSC: What was your best Memory of 2022

Best memory of 22..... Even Though I enjoyed a couple of great races dicing for position in the Rotax heavy class, the fondest moment was last weekend, stepping up to a gearbox kart where in the lead up to Rd. 7, I had tirelessly worked on the yz250 from scratch (bare casings) to building a motor at home that proved reliable (without leaks) that successfully transitioned me through the weekend for an unexpected 1st 250 national win. I realise I'm probably around a good 8 seconds off being in the mix at the pointy end of the field at present however, the other fantastic and fast 250 national guys I hope to be challenging in 2023 were out of the mix due to varying mechanical issues. Last weekend was stark in contrast to my disappointing 250 debut where I only made it as far as turn 2 in qualifying where I seized a motor due to inexperience, gearbox that only had 3 gears intermittently and perhaps an ignition and carburetor issue. There is always so much to learn, and it is awesome how experienced club members band together to help advise, support and encourage the best out of one another. I can't thank the other members enough, amazing really. Makes one proud to be a member and participant in such a great club.

QSC: What are your goals in 2023

2023 goals.... Well for me I think the key for 2023 is to keep consistently reliable and circulate every event through to the chequered flag. I know I have a lot to learn with driving technique, engine and ergonomic set up (so much different from the Rotax). I will remain optimistic and have geared up mechanically ensure that I'm on track for every event this year depending on how the race calendar pans out. Obviously, seat time will be crucial this coming year to obtain as much experience and knowledge as possible. I am always keen to understand more about the sport and would be lying if I said I wasn't a little nervous about my first few laps around Lakeside in the 250 class during the fast-approaching 2023 season that we are all looking forward to.

QSC: What do you love about Superkarts?

Well where do I start, the club and people who make the club are amazing across all 6 categories and one can't help to feel privileged to be part of such a supportive organisation. I joined the club in 2020 racing a second hand rotax powered OTK which is a very affordable way to start racing at approximately \$3k.

I was always looking forward to stepping up into a div1 gearbox kart but for a absolute beginner, the rotax class really couldn't be a better place to start, I mean, the Rotax class is quick and getting faster.

I had never raced in any motorsport of any capacity when I arrived for my first practice day with QSK at QR in the OTK however, by days end, I realised that this was an exciting and affordable sport and that the club members were very accommodating and supportive.

I was amazed at how fast these seemingly little vehicles were travelling. At least one member in the club circulating quicker than a division 1 V8 Supercar, I'm not sure that the average Joe understands how quick that really is or how quick these superkarts are, and trackside, it truly is a sight to behold. Really gives you a perspective to appreciate.

The greatest thing is how everybody helps one another to be as successful as possible in their respective categories. I think the sport is very unique in this regard and one the club should be extremely proud of. I urge anyone looking for a fast and fun motorsport hobby to get in contact with the club and organise a little time down at the track for a meet and greet and a chance to observe how professionally this club conducts itself.

Wishing everyone a safe and successful 2023

2023 PREVIEW

The 2023 Calendar is locked in, 6 Rounds from March to October. 4 Events at Queensland Raceway and 2 events at Lakeside Park. With upgrades to QR the club are excited to try the new layout ASAP.

Rotax Light:

We will see a new champion in 2023 with Peter Nuske announcing his retirement to go travel Australia. Peter has been rock solid in the Rotax Light class for any years collecting 6 titles in a row and always ready to help a competitor out. Who will step up to the in his place? Can Ben Longland get his first championship? Or will Rookie of the year in 2022 Craig Hillier build on that success? Pau Prineas is back and ready to make headlines is he the dark horse? It's going to be an enthralling battle until the very end.

Rotax Heavy:

Andrew Cain fresh off his first championship victory will be eager to go back-to-back, he kicks off his 2023 campaign at the Bend as part of the Australian Superkarts Event at the Bend. Nick Marshall will be eager to get his 2023 campaign off to a flying start and put both Andrew and David Dyson under pressure. David Dyson is back and will be completing a full campaign in 2023 and will be a hard man to beat. Lee Robinson joins the class making his Superkart debut looking forward to seeing him on track and coming to grips with it.

125 National:

This is a tough one, 2022 Champion Doug Amiss and Bluff Racing will be looking to go back-to-back titles but the Yellow Rocket by Coach design in the hands of Russell Jamieson is always fast and hard to beat. Dylan Mavin is a dark horse if he puts together a complete campaign in the second of the Coach Design Anderson Chassis'. Tim Philp is another gun driver in the 125 Class put only putting together limited campaigns over recent years it's hard to see him challenging for the title.

250 National:

The 250 National Class is going from strength-to-strength atm with Ricky Keane joining the class and Brad Hall in the ex Crisp Brothers Anderson Mirage GAS GAS is ready after a ground up rebuild. Making his debut in the club is Benjamin Jagger in his Stockman (also an Ex Crisp Brothers Chassis) powered by a 450 Honda 4 Stroke, keen to see how it performs on track after some successful runs at the Mt Cotton Hillclimb in 2022. 2023 is looking like a great contest with possibly 7 250 Nat's on track at once we can't wait!

2023 PREVIEW

250 International:

Another tough one to pick, Ewen Burg is still putting together his 2023 plans having purchased the ex Neil Faulkner Anderson chassis and is currently working on a suitable engine to bolt on and start chasing those lap records!. Brock Nicholas will be looking to back up his 2022 title having completed a lot of development work on his PVP chassis in 2022. Coach Design might have sold Russell's 2017 Chassis as they prepare their brand new 2022 Anderson DEA package that has had a lot of work done on the dyno with engine guru Garry Treadwell working his magic on the barrels and pipes.

Important dates for 2023:

- Sunday February 19th Target Scrutiny & AGM
 - Target Scrutiny kicks off at 8:30am-12:30pm
 - Annual General Meeting – 1:30-3:00pm
 - Venue TBA



SUPERKART

2023 SERIES

Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
24th - 26th	19th - 21st	29th - 30th	26th - 27th	9th - 10th	20th - 22nd
March	May	July	August	September	October
QLD Raceway	QLD Raceway	Lakeside Park	QLD Raceway	Lakeside Park	QLD Raceway



www.qldsperkart.org



Thanks to our partners:



OFF SEASON MAINTENANCE

Racing has finished for the year it's time to relax right? How many people just put the kart away after the last race meeting for the year and leave it there until about a month or so before the first race meeting of the next year? This article is aimed to not only help newer members but also a good reminder to experienced members why off-season maintenance is so important.

The off season is the perfect time to perform the big maintenance items reducing the chance of a break down and time pressures during the regular season. What are the big-ticket items you should be looking at over the off season?

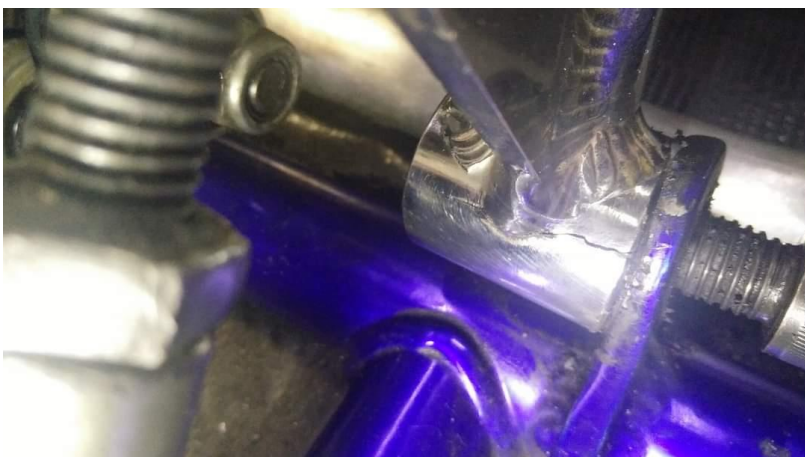
CHASSIS:

The chassis is probably the single most important component to have a look at during the off season. What should you be looking for when it comes to the chassis? The biggest point of failures on a chassis are the welded joints which given enough time from vibration and flexing will crack. Often cracking from the underside of the tube so it's recommended to take the floor tray off when inspecting the chassis. Cracks in a chassis isn't something to worry about but the early you find it the easier it is to repair and there isn't always a welder available at the track!



Chassis Crack

ENGINE MOUNTS ETC



Engine Mount Crack

Engine mounts are another highly stressed component and as a result are very susceptible to fatigue, the last thing you want is for an engine mount to fail mid-race. Careful inspection and even replacement after years of use is recommended. If your engine mounts have rubber inserts or similar now is a good time to inspect and replace them as any extra vibration that gets transferred into the chassis and other components will likely lead to early fatigue and race ending DNF's. Any other bracket/mount for exhaust pipes etc should be inspected and replaced if necessary.

OFF SEASON MAINTENANCE

WIRING

Wiring like any other component is subject to vibration and fatigue, how often have you asked someone why they didn't finish? and they say a wire broke or a plug fell off etc. These small details can mean the difference between finishing the race and taking out the championship to heading home disappointed and wondering what could have been. It's not just the wiring that you should consider replacing switches and other connections are often the weak link in the system. When replacing the wiring it's recommended to use Multi Strand Silicone insulated wires (what is often used in High-End Radio-Controlled cars)



BEARINGS, ROD ENDS

Another critical aspect of the kart is the Axle Bearings, Steering and Upright Rod Ends, while the kart is stripped down it is the perfect time to inspect these components and replace as necessary.

Things to look for are:

- Roughness in the bearings
- Slop in the Rod Ends/ Spherical Bearings
- Old age – Steering and Upright components are highly stressed and Rod Ends are known for breaking at the root of the thread from fatigue.

CONCLUSION

CLASSIFIEDS



Rotax EVO Chassis (Intrepid)

MA Log Booked -

<https://www.qldsuperkart.org/classifieds/rotax-evo-125cc-intrepid>



Avoig Superkart Chassis

Roller \$3900 chassis only
Complete package: \$9500 with TM 10B with long circuit gearbox.

See website for full details.

<https://www.qldsuperkart.org/classifieds/avoig-superkart-chassis-sale>



85cc Gearbox karts for sale

See website for full details

<https://www.qldsuperkart.org/classifieds/80-cc-superkarts-sale>



IWT Scorpion Chassis 125 Rotax EVO.

Lots of spares including another Rotax EVO engine with 0 Hours on it.

Race winning kart \$8000 contact Paul on 0412 124 157

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