

# Oakleigh Go Kart Racing Club

[www.ogkrc.com.au](http://www.ogkrc.com.au)

## Track Chat



From the Editor-

Hi Members and welcome to Track Chat.

Firstly, I am no professional when it comes to computers as you can probably already tell.

Secondly, I am no photographer either, and my little digital camera is no match for something like the one Andrew Daley would have used in previous years for photos in this publication. (Pleeeeeeease come back Andrew!!) So please, if you have any decent pics you want published, be it from club day, another race meeting you have been to recently, or just about anything to do with karts, (or motorsport in general), then send them to me so everyone can have a look at them.

Likewise, if you have any stories from race meetings you have attended and you want to tell everyone about it, send it over and I am sure I can make room!!

Remember Track Chat is for you the member, not me, and I don't have enough racing stories to keep you all interested for very long at all. So if you want to see yourself in Track Chat, I suggest you email [mfisher7@three.com.au](mailto:mfisher7@three.com.au) with all your goodies!! For this edition you will have to make do with very little, until all those pics and stories come flooding in!!

See you at the track!

From the President-

Like me, you will be happy to see that Track chat has returned. Special thanks to Mick Fisher for driving this – please keep him overloaded with information and photos.


As you would all know we have the club's AGM coming up on September 14<sup>th</sup>. This is your opportunity to stand up and have a say in the running of your club. This has been a great and exciting year for me as President of the club and I have been able to successfully see through the completion of a lot of activities driven by previous committee members.

We have had the privilege of hosting the 2010 Vic open which was a great success and I would again like to thank all those involved who helped make it such a great meeting.

However, now is the time to tell you all that I will not be standing for President of the club in 2011. I am not stepping away from the club but due to my work commitments changing over the past 12 months I cannot give to the club the level of dedication that the role deserves. Please give the new President as much support as you gave me.

Good luck in your karting futures and let's continue to keep Oakleigh the best club in Victoria.

Yours,  
Wayne.

practice rules & regs	Duration	re-fuelling	Specs	awareness
	<p>10 Minute practice session per group. Session timing clock to be started when first kart leaves the out grid</p>	<p>Strictly no re-fuelling, oiling of chains, or any repairs to karts on either the in or out grids</p>	<p>Karts and clothing MUST conform to the current AKA rule book</p>	<p>Be fully aware and adhere to the detailed rules and Regs listed on the notice board located on the Out Grid</p>

# Driver Profile

## **Mick Fisher, Your new Track Chat Editor**

*Kart Class & Number – Clubman Superheavy (Obviously!!) #33*

*How long have you been karting? – 6 years*

*What's your favourite part of Karting? – The challenge, good company, the drinks afterwards.*

*Besides karting, what are your other hobbies? – Drinking.*

*What's your favourite food? – Definitely Thai, by a long way, could eat it for breakfast lunch and dinner. But being a superheavy throw in pizza, kfc, hungry jacks, chocolate, chippies, lollies.....etc.....etc.....*

*What would you never eat? Brains, liver, kidneys, tongues.....etc....etc.....*

*What can't you live without? – Red wine, ciggies, mobile phone and my daughter Hailey.*

*What's the first thing you do when you wake up? – Light a ciggie!!*

*What's your greatest fear? – The world running out of red wine!! Oh and spiders.*

*What is your greatest karting achievement so far? – My first championship win in 2006.*

*Who is your racing hero? - Ayrton Senna R.I.P*



*What cheeses you off? – Drivers sitting in the right hand lane doing 10kph less than the speed limit.*

*What's your favourite?*

*Movie – Ayrton Senna "Racing is in my Blood".*

*Colour – Blue (But I bleed black and white!!)*

*Drink – Red Wine, or a Margarita on a hot day.*

*Ford or Holden – Definitely Ford*

*Special thanks to Office Corporate for their support, Melbourne Kart Centre & MKC Engines.*

# July Club Day Results

## CLUBMAN SUPER HEAVY

1. Chris Heraud
2. Mick Fisher
3. Steve Polak

*Fastest Lap - Mick Fisher 44.05*

## CLUBMAN HEAVY

1. Chris Thomas
2. Chad Lidsey
3. Timm Weitzel

*Fastest Lap - Chris Thomas 43.29*

## CLUBMAN OVER 35'S

1. Ian Macpherson
2. David Dvorak
3. Dean Groves

*Fastest Lap - Ian Macpherson 43.45*

## CLUBMAN LIGHT

1. Jake Spencer
2. Adam Hughes
3. Darren Anderson

*Fastest Lap - Jake Spencer 42.11*

## JUNIOR NATIONAL HEAVY

1. Michael Carless
2. Dylan Slits
3. Justin Carless

*Fastest Lap - Michael Carless 46.25*

## JUNIOR NATIONAL LIGHT

1. Thomas Randle
2. Damon Strongman
3. Matthew Lane

*Fastest Lap - Timothy Smythe 45.30*

## JUNIOR PERFORMANCE

1. Michael Carless
2. Thomas Randle
3. Liam Bellamy

*Fastest Lap - Thomas Randle 42.05*

## LEOPARD HEAVY

1. Graham Smith
2. Shane Alabaster
3. Andrew Yuill

*Fastest Lap - Hamish Leighton 41.50*

## MIDGETS

1. Michael Smith
2. Blake Kolar
3. Jack Bell

*Fastest Lap - Michael Smith 47.86*

## RESTRICTED 125

1. Steve Jabke
2. Vern Kranz
3. Damien Gray

*Fastest Lap - Damien Gray 43.07*

## ROOKIES

1. Jordan Hollowell
2. Jamie Westaway
3. Todd Sparey

*Fastest Lap - Jordan Hollowell 46.44*

## ROTAX PRO/LEOPARD LIGHT

1. Adam Hughes
2. Tim Hollowell
3. John Reynolds

*Fastest Lap - Adam Hughes 40.24*

## **BREAKING NEWS!!**

In breaking news Clubman Superheavy driver Chris Heraud has announced he will no longer be racing the class, effective immediately.

Chris has been running up to 40km a week of late and as a result the kilos have been shed. Chris has been struggling to make the superheavy weight and has been drinking 2 litres of fluid before every heat just to keep above 180kg. Given Chris has a healthy 616 point lead in the championship with 3 rounds to go this is a very ballsy move and one that will certainly mean a third title has all but gone. The 2007 and 2008 Superheavy champ told Track Chat he is feeling crook during races from drinking all that fluid and he just can't keep going on like that. Chris will be sorely missed in the class and Track Chat wishes him all the best for the future, which should see him running Clubman Heavy.

Track Chat editor Mick Fisher also wants to mention what a delight it has been racing against Chris the last 4 years. We have had some great battles over the journey and only ever had one coming together in all that time. Chris always pushed himself and his kart to the limit and took racing in the class to a new level and nearly always got the better of me!! Number 5 on pole position was an all too familiar sight and it just won't be the same not seeing that again. Very fitting that Chris left on a high, winning July Club Day. Adieu champ.



# 2010 Championship Points

## **CLUBMAN SUPERHEAVY**

- 1 Chris Heraud 5968
- 2 Mick Fisher 5352
- 3 Rhys Gooch 4251
- 4 Steve Polak 3449
- 5 John Stanic 3301

## **CLUBMAN HEAVY**

- 1 Chris Thomas 6537
- 2 Timm Weitzel 3522
- 3 Chad Lidsey 2691
- 4 Shane Renshaw 2543
- 5 Travis Millar 2406

## **CLUBMAN LIGHT**

- 1 Adam Hughes 5382
- 2 Tim Holowell 4319
- 3 Trevor Allen 3914
- 4 Jayden Schmidt 3687
- 5 Mark Appleby 3493

## **CLUBMAN OVER 35'S**

- 1 Ian McPherson 5522
- 2 David Dvorak 4443
- 3 Peter Gooch 2687
- 4 Anthony Westaway 2379
- 5 Dean Groves 2034

## **JUNIOR NATIONAL HEAVY**

- 1 Michael Carless 6028
- 2 James Mastorakos 5126
- 3 Dylan Slits 4930
- 4 Leighton Clague 4192
- 5 Bradley Carless 4087

## **WHAT'S ON?**

29TH AUGUST SUNDAY -  
CLOSED CLUB DAY

14TH SEPTEMBER TUESDAY -  
AGM CLUBROOMS. 7:30PM

## **JUNIOR NATIONAL LIGHT**

- 1 Dale Simpson 5317
- 2 Timothy Smythe 4758
- 3 Liam Bellamy 4582
- 4 Damon Strongman 4470
- 5 Thomas Randle 4434

## **JUNIOR PERFORMANCE**

- 1 Michael Carless 5779
- 2 Thomas Randle 4958
- 3 Timothy Smythe 3461
- 4 Jennifer Shanahan 2098
- 5 Liam Bellamy 1954

## **LEOPARD HEAVY**

- 1 Hamish Leighton 5500
- 2 Andrew Yuill 4257
- 3 Graham Smith 3980
- 4 Luke Andaloro 3930
- 5 Shane Alabaster 3846

## **LEOPARD LIGHT**

- 1 Josh King 3951
- 2 Michael Phillips 2714
- 3 John Reynolds 2705
- 4 Andrew Gilbee 1744
- 5 Peter Gilbee 1580

## **MIDGETS**

- 1 Jack Bell 6321
- 2 Jai Sparey 5142
- 3 Blake Kolar 5072
- 4 Michael Smith 4974
- 5 James Stewart 3469

## **RESTRICTED 125**

- 1 Steve Jabke 5550
- 2 Vern Kranz 4294
- 3 William Donnison 3716
- 4 Robert Barnes 3601
- 5 Dean Sparey 3031

## **ROOKIES**

- 1 Jordan Holowell 5772
- 2 Luke Guillou 5331
- 3 Martin Bass 4053
- 4 Todd Sparey 3918
- 5 Nicholas Sims 3798

## **ROTAX PRO**

- 1 Timothy Holowell 6629
- 2 Hamish Leighton 4930
- 3 Luke Dickson 3747
- 4 Andrew Jackson 3728
- 5 Luke Andaloro 1773



Disclaimer – some, if not all of the photos and stories in track chat have been ripped off from various websites. They are not mine, so if you wanna sue me you go right ahead ‘cos you won’t be getting much out of me!!

# Driver Profile - Nikki Sims

*How long have you been karting? – 5 years*

*What's your favourite part of Karting? – Passing other drivers*

*Besides karting, what are your other hobbies? – Music, playing guitar & Clarinet*

*What's your favourite food? – Meat Pies*

*What would you never eat? – Mushrooms.*

*What can't you live without? – Karting*

*What's the first thing you do when you wake up? – Eat Breakfast*

*What's your greatest fear? – Snakes, also crashing when racing*

*What is your greatest karting achievement so far? – Winning a race at club day*

*Who is your racing hero? - Lewis Hamilton.*

*What's your favourite?*

*Movie – Star Wars*

*Colour – Black*

*Drink – Fanta.*

*Ice Cream – Chocolate.*

*Nikki would like to thank Office Corporate for their support and Melbourne Prestige Automobile Repairs*





# Legends of Racing

Well folks as Track Chat editor I get to decide on the content!! Therefore this little section titled "Legends of Racing" will take a look at past drivers of F1, V8 Supercars, etc. It's sure to start a few arguments between a few people, but what the hell?

Given Ayrton Senna was my idol, I can't think of a better person to start with. For the younger generation who didn't get to see the great man in action, do yourself a favour and borrow some DVD's, or look him up on YouTube. If you like what you see do what I did-buy as many books, DVD's, t-shirts, caps, posters, framed prints, beach towels etc that you can get your hands on!!!

The 1<sup>st</sup> of May 1994 was the saddest day of my life to date. The end of an era. The death of my hero. I still haven't got over it and probably never will. That famous yellow helmet would never be seen behind the wheel of an F1 car again.

One of my biggest regrets was not getting the opportunity to see Senna race in Adelaide. Also not getting to watch him complete the 1994 season and watch him beat Michael Schumacher (one of the dirtiest cheats of all time) to the title is something I am still spewing about.

Following are some of my favourite pics and some info on Ayrton Senna.



"Correr, competir, eu levo isso no sangue, e parte de minha vida."

Ayrton Senna



## AYRTON SENNA



was born on 21 March 1960, the second child of Milton da Silva, a successful businessman and landowner. The family lived in Santana, a well-to-do neighborhood of Sao Paulo, Brazil. Growing up Ayrton was an awkward child and was later diagnosed as having a motor coordination problem. His doting father, who was a motor racing enthusiast, noticed how his serious little son was also attracted to cars. The senior da Silva had amongst his many holdings a car components company and believed that cars would be the key to reach his son's potential. At the age of four Ayrton was presented with a 1-hp kart and getting behind the steering wheel he was a different boy, no longer awkward but focused and confident. The key had been found and every weekend the family would go to local parks where Ayrton could drive his kart. He was an indifferent student but facing the loss of his "driving" privileges he would apply himself as best he could while his heart was obviously elsewhere. At the age of eight he was driving the family car and looked to Europe and the exploits of Jim Clark and Jackie Stewart as his inspiration. During this time the first great Brazilian driver Emerson Fittipaldi was beginning to make a name for himself driving for Colin Chapman's Lotus. On his tenth birthday his father gave him new full-size 100cc kart. Since the minimum age for racing karts in Brazil was thirteen, Ayrton had to settle for practicing at Parque Anhembi, the local kart circuit. In 1972 Brazil had its first World Champion in Fittipaldi and the following year it's first Grand Prix at Interlagos, just outside of Sao Paulo. The race was won by the reigning

World Champion and all of Brazil celebrated. In the midst of this excitement was a young boy who dreamed of being not the next Fittipaldi or Jackie Stewart but the best ever.

He was finally thirteen and could race legally. His first race was that same year and held at the karting track, which was part of the Interlagos complex. Arrayed against him were all of the local hot shots including Mauizio Sala. Ayrton displaying all of the pent up energy he had built up to this seminal moment won the race. The adult Senna would later relate that karting was the perfect breeding ground for future race car drivers. In 1977 Ayrton won the South American Kart Championship and repeated the following year. The goal for any aspiring karting driver was Europe and the World Championships at Le Mans. Against much stronger competition Ayrton managed to finish sixth overall which was considered sensational for a driver with his experience, but he came away disappointed in not winning any of the three races which constituted the final. In 1979 he returned to Europe for further seasoning and finishes second in the World Championships at Estoril. Nivelles in Belgium the following year saw another second.

He came to England in 1981 to race Formula Ford 1600 for Ralph Firman and his Van Diemen team. Now married to Liliane Vasconcelos and living in a rented bungalow near Snetterton he quickly adapted to the 1600 cc cars. Races were held almost every weekend and at Brands Hatch, Ayrton debuted in eighth place. A week later at Thruxton he was third. That year there were three series running concurrently, two of which he contested, and he soon found himself back at Brands Hatch. Van Diemen seeing the potential in their young driver assigned him their newest car, which he promptly put on the pole. The race was run under wet conditions and few could match his skill under these conditions. That first year in England saw him win both of the series that he contested. Ayrton was now at a crossroad in his life and to continue his racing career he would need sponsorship. With several other Brazilian drivers ahead of him in higher formulas the sponsorship money required was not available. Frustrated, Ayrton announced his retirement stating that a bad driver with money could always get the best car but a good driver without the same was left out. He returned to Brazil and worked in his father's building supplies business. After four months the fire that had not been extinguished continued to burn inside him and he made the decision to return to motor racing, his wife would not. Having grown up in a life of luxury Liliane knew that life with Ayrton would be difficult and that many sacrifices would be necessary as he struggled to move up the ranks. They mutually decided to separate and his father would provide partial sponsorship in addition to a Brazilian bank for another year of racing. In 1982 he won 22 races and the championship for that year.



The next stop would be Formula Three, which was the last step before Formula 1. The British Formula Three Championship was made up of 20 odd races and proved the perfect test of man and machine. Two drivers entered 1983 as pre-season favourites, Ayrton Senna, as he was now known and the great British hope Martin Brundle. Senna promptly ran up nine straight victories before crashing out in practice for the next race which was won by Brundle. The series now became a contest between the two pre-season favourites with neither driver backing down. The Championship would be decided in the final race at Thruxton.



Senna, showing the determination and attention to details that would be his hallmark, had his engine re-built and tuned by the master tuners Novamotor of Italy. Senna took pole and won the race and the title going away. The end of the year for Formula Three was celebrated in the Portuguese enclave of Macau at the Macau Grand Prix with drivers from all of the national series. Senna won and negotiations between him and a number of Formula One teams became serious. This also became a time where Senna was introduced to the politics of the senior Formula. After wanting to go to Brabham but being vetoed by Piquet, Toleman became his only option. Strictly a second-tier team, Toleman was able to sign the most promising driver in a generation to a three-year contract.

Senna made his Formula One debut in front of his home country in 1984 driving for the Toleman team but things were different then Formula Three.

Here even the best driver without the right car and engine would not be able to make much of an impression on the leader board. The team would eventually form the basis for the Benneton team but at that time was strictly a back marker and the best that he could do was qualify eighth. The next race at San Marino was a new experience for Ayrton; he failed to qualify. After the initial series of races in his inaugural season the results were slow in coming. For the French Grand Prix he was given a new car but the results were the same when he suffered turbo problems and had to retire. The next race was at Monaco and Senna qualified well back in thirteenth place. The weather was run under threat of rain and Senna began to feel that he might have his first real opportunity. Wet weather, as it always was in racing is the great leveller and by the seventh lap Senna was in sixth place. On lap eleven he almost crashed when he jumped a curb and the Toleman became airborne. Prost who was in the lead came upon Teo Fabi who had spun and stalled in the middle of the track. Just narrowly missing Fabi's car he struck one of the track marshals. Not knowing whether he had killed the poor man, he hadn't, Prost was shaken by the incident. Mansell, a much harder fellow saw the opening and assumed the lead. Once ahead he began to stretch his lead quickly, a little too quickly and spun into the Armco barrier. Lauda, who was in second place made a small error and also spun out. On lap 20 Prost led the oncoming Senna by 33.8 seconds. On lap 31 the gap was reduced to 7.4 seconds. The weather conditions continued to be treacherous and every time that Prost crossed the finish line he would signal for the race to stop. On lap 31 the race was stopped and Senna was denied his first victory but the legend was born. Monaco would prove the highlight of the season but for Senna it wasn't enough. It was plain to him that he would need a stronger supporting cast if he wanted to challenge for the Championship.

Senna had been secretly negotiating with Lotus for the following season and even though he had a three-year contract with Toleman he did have a buy-out clause. Lotus represented to the young Senna the pinnacle, the team of Clark and Fittipaldi, but Lotus had been on the downward slope after the death of their founder Colin Chapman. To his new team Senna was the man to return them to the top. After showing the racing world a glimpse of the future at Monaco, Senna was more determined than ever to break through. Driving in treacherously wet conditions he would win his first race at Estoril. This was followed by another win at Spa, Belgium. But even Senna could not return Lotus to their prior glory and in 1988 he moved to McLaren. Ironically instead of vetoing Senna as his teammate, Prost initially welcomed the Brazilian. At last all of the pieces were in place and that year saw him win 8 races and his first World Championship. In 1989 he came in second to his teammate Alain Prost despite having more wins. The relationship between the two had deteriorated to the point where Prost left McLaren to join Ferrari. In 1990 and 1991 Senna, now joined at McLaren by Gerhard Berger, won back to back titles while being involved in fierce battles with Prost and Nigel Mansell. Eventually the loss of Honda power and the rise of Renault would bring about the decline of McLaren.



Only Senna's brilliance remained and in 1994 that too left. Joining Williams was a goal that he had long sought, even offering to drive the Williams for free at one point. The new season, which began with so much promise for Senna, ended almost before it began when he crashed fatally at Imola. The Grand Prix world was already reeling from the death of the young Austrian Roland Ratzenberger and the serious practice crash of Rubens



*Barrichello. This final tragedy will haunt Formula 1 for many years. Ayrton Senna brought with him seemingly limitless talent and indomitable will to win. On the track he could be almost belligerent yet off the track he was just beginning to show a more generous and thoughtful demeanour to the outside world that those who knew him best had always known was there. Those brief shining years when Ayrton Senna, Mansell, Prost and Nelson Piquet would fight tooth and nail for the slightest advantage both on and off the track seem like so long ago.*



## *Hughesy does it again!!*

Oakleigh driver Adam Hughes raced for the first time in the Final round of the CIK series, held at Todd Road on August 7<sup>th</sup> and 8<sup>th</sup>. Adam qualified first, and then went to the top 5 shoot out and poled it again. Heat one he came home 3<sup>rd</sup>, heat 2 resulted in a 1<sup>st</sup> position, and then in heat 3 his engine didn't start straight away. The way the rules are structured in CIK, if the driver starting second on the grid goes out before you, you have to start at the back of the grid, so then after racing for his life he finished 6<sup>th</sup>.

On Sunday Adam ended up cleaning up in both finals against some pretty awesome competition. So well done and congratulations Adam from everyone at Oakleigh.

Also racing that weekend was Justin Francis who had a great win too.



Thanks to Brian Francis for the pic, keep 'em coming!

The annual festival of crash and bash that is the C and D Grade Titles was held at the ripper little Morwell track on the same weekend. After some wet/dry weather on Friday that saw a lot of karts ending up buried in mud, to the fog on Saturday and Sunday mornings, to the beautiful blue skies that prevailed for the rest of the weekend, the Gippsland Go Kart Club put on another memorable race meeting.

Numbers were down big time on previous years but all classes provided some great racing.

Well done to the following Oakleigh members on their results-

### Clubman Heavy

1st Stephen Jabke  
4th Ian McPherson  
5th Vern Kranz

### 125 Restricted Heavy

2nd Rod Capuano  
3rd Martin Richie  
5th Chris Heraud

### Junior National Light

3rd Justin Carless

### Midgets

3rd Jack Bell  
4th Michael Smith  
5<sup>th</sup> Jai Sparey

### Clubman Super Heavy

1st John Stanic  
3rd Mick Fisher

### Junior National Pro

5th Justin Carless

### 125 Restricted Light

1st Martin Richie  
2nd Aron Lawrence

### Clubman Light

3rd Marcel Ghoukassian

### Junior National Heavy

2nd Dylan Slits  
3rd Nathan Jones  
4th Leighton Clague

### Clubman Over 40's

1st Rod Capuano  
2nd Bruce McLean

### Rookies

1st Lachlan Naismith  
2nd Jordan Holowell  
3rd Luke Guillou  
5th Todd Sparey

*Special awards to the following people-*

Chris Heraud for being the only rollover all weekend which occurred going into P plate corner- it looked awesome Chris!!

Bruce McLean for the biggest punt AFTER the finish line then taking out a tyre barrier heading to the in grid.

John Stanic for winning in only his second attempt - some of us have been trying for years!