



# NEWS

## October 2010

Chairman – Russell Anderson, Unit 2/3, Sterling Ind Est, Carwood, Castleford, WF10 4PS

Secretary - Graham Smith:

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### Annual General Meeting Notification – 27 November

The Annual General Meeting is at the Holiday Inn M6 Junction 2 on Saturday 27th November, starting at 2pm with refreshments from 1.30pm. Two presentations are planned, one on noise and planning issues affecting circuits, and one about transponder timing so please make sure a club representative attends. Each club has two votes at the AGM. Nominations for the steering group should be sent to the Secretary not less than fourteen days before the Annual General Meeting, with an intimation in writing signed by each Member nominated that he or she is willing to serve. Nominations of Candidates shall be signed by an official of the affiliated club proposing them. Items for discussion at the official AGM must be seconded by another club in writing and sent to the secretary at least 14 days in advance. Of course there will be an open Q&A after the official business and items for discussion for that part may be sent by any interested party. We shall be having discussions about the implications of the new kart committee structure, the possibility of rotating O Plate meetings, the new classes, and about future funding for the ABkC. There is no plan to change the composition of the steering group for 2011 but it will be reviewed thereafter. Please put the date in your diary now.

### September Steering Group meeting report

In his chairman's address at the recent steering group meeting Russell Anderson said that the CIK and the three manufacturers who have boycotted the CIK meetings this year are close to an agreement to support a three round World Championship for Super KF. They would nominate the factory entries, and engines from each manufacturer would be pooled and drawn for amongst their own entries. The CIK have been very pleased with the success of the U18 World Championship and Academy class this year. Unfortunately the Commission rejected the mandatory use of the new crash tested minikart bodywork after representations from the Italians who could not see why their own homologation could not be recognised everywhere. This has set back the plans for its compulsory use in Cadet and Super Cadet next year and some relaxations are planned by the MSA. Russell Anderson reported on a meeting he and other senior officers of the ABkC had had with Colin Hilton, Chief Executive of the MSA and some subsequent amendments to the committee representation in the favour of the ABkC. He went on to congratulate Trent Valley Kart Club on being offered one of only two KF2/KF3 European qualifiers next year, subject to World Council. The CIK had been very impressed with this year's event.

### ABkC O Plate Meetings for 2011

The bids for the 2011 'O' Plate meetings were reviewed and then a secret vote took place. The decision was to accept Rowrah's bid for an extravaganza four day late May bank holiday meeting (29 May) for all Rotax, TKM and Cadet classes. Shenington was awarded the Gearbox O Plate at

their SuperPrix meeting on 19 June and the KF classes would continue to be awarded from the KF Winter Series. The chairman asks all clubs not to put on any special meetings that conflict with these ABkC O Plate events. He thanked all the clubs who made the effort to enter bids.

### New MSA Kart Committee Structure

There followed a long discussion about the new kart committee structure, following the George Robinson Review. MSA General Secretary Rob Jones said he was aware of concerns from the ABkC and its members and said that the ABkC had played a vital role as the Kart Regional Committee supporting the MSA. He especially thanked the Chairman and Secretary and promised the MSA would continue to respect the views of those on the steering group and consult with the ABkC on class regulations. He then offered the ABkC a seat on the new Kart Committee, which was accepted. He said that the membership of the Kart Sporting and Kart Technical Expert groups would continue largely unchanged in 2011, each with ABkC representation, except that the chairmen of each would sit on the other. Some steering group members felt that it would be very difficult for each new MSA decided region to consult and nominate a member for the new committee in the timescale demanded. The MSA thus decided to ask each club to nominate one person, from which two representatives would be chosen per region. Perhaps in future regional meetings could take place and the delegate decided upon. Rob Jones also agreed to seek the agreement of the Regional Committee chairman for continued ABkC representation.

The group were reminded of the necessary timescales for the notice prior to changing regulations, 6 months for class regulations, and 12 months for Blue Book technical and sporting regulations. In effect the June Council meeting will sign off the regulations that would come in for the following January. Consultation on new regulations has been greatly aided by putting the drafts on the MSA website and having bespoke email boxes for each discipline. Anyone commenting should expect an acknowledgement. Gold Book amendments will be sent to Kart Technical and if they significantly affect competitors they might be circulated for further consultation. ABkC class regulations would generally be signed off by Kart Technical. The ABkC would be consulted on any changes proposed in the opposite direction. Rob Jones added that he would chair the new Kart Committee but would take an observer from the committee with him to Council meetings. Russell Anderson commented that the ABkC was part of the 'glue' that held the clubs to common regulations and allowed drivers to move freely between clubs and expect the same regulations. He said this must never be lost. It was also noted that the MSA are planning to revive the Green Paper, and a new draft is expected to go out to consultation to clubs and the ABkC early next year.

### Direct Drive and Gearbox Expert Group reports

The Direct Drive sub group reported that there would be no significant changes in World Formula or Honda prokarts, although some requests had been received and reviewed carefully. The Gearbox sub-group reviewed a track and noise test observed by Graham Smith to endorse a new 450cc 4-stroke gearbox class, and this was accepted. The noise limit on the class was set at 103dBA, 2dB less than the MSA limit, which the test kart had achieved. Clubs could race them together with 250 National karts, or indeed with any gearbox class, but the class would be for separate trophies and points unless the club made it clear in its SRs that it would be combined with 250 National. Clubs wishing to hold races with the new 4-stroke class must make reference in their SRs and seek MSA approval, as is the case for any class not in the Gold Book. The karts use standard unmodified Motocross engines. The slick tyres for the ICC UJ (KZ2 UK) class are changing on 1st April 2011 to Dunlop DEM. Until then the slicks will be DCH fronts and DDH rears.

### MSA Changes coming up

It was noted that there is a new Kart National A Timekeeper grade which means that National A meetings will need someone licenced at that grade. The Bambino version 4 regulations are now on the MSA website. Special dispensation is being given to Trent Valley and Whilton Mill kart clubs to experiment with a revised appeals procedure. No appeals will be permitted at the event, any appeal will have to be heard at the National Court but the usual first level appeal fee will still apply. Every competitor has a right to appeal to the National Court. The starting age for the Junior classes will remain at 11th birthday, but with safeguards on minimum weights, heights and / or maximum chassis weights all designed to ensure small drivers do not carry too much ballast. Licencing of entrants for drivers under the age of 18 (parents or guardians in general) will commence on 1.1.2012, but a special lower cost fee is to be agreed. Super Cadet and Formula KGP have been given outline approval for demonstration races at PF International on 24th October. Clubs will not be permitted to hold Super Cadet championships in 2011, only two national championships are being approved which are expected to be in Super One and FKS.

### Gold Book changes for 2011

The Bambino and Super Cadet regulations will be available on the MSA website, they will not be put in full in the Gold Book as both are still evolving. Because the current Vega wet tyre for the Rotax classes is faster than the new Mojo tyre, there will not be an overlap for wets, but there will be a two month overlap for the slick tyres. WTP Cadet and TKM Junior 4-stroke will be permitted to remain in the Gold Book for 2011, even although neither really meet the criteria. The criteria for inclusion or exclusion in the Gold Book is to be reviewed by the Kart Technical Expert Group.

### Super One / ABkC National Championship news

The Super One promoters announced innovative and low cost classes for Honda Cadet, Junior TKM and Junior Max where a fixed fee would cover the loan of a kart and engine, all race fuel, tyres and entry costs for the season. The engine would be returned after each meeting and pooled to be drawn at random by the drivers at the following meeting.

### Lets Go Karting proposal

John Hoyle of JKH made a presentation to support Lets Go Karting clubs with Honda Cadet karts. He is making this very preferential price to encourage new entrants to the sport, and hopes in the long term they might of course progress through the ladders of opportunity. He proposes to supply participating clubs with two Intrepid karts with the 'Clubman' spec Honda engine. One kart would be used for the Lets Go Karting taster sessions and one would be kept in new condition for sale at

£1250 plus VAT (see picture below courtesy of kartpix.net). The MSA has promised a £1000 grant per scheme, and the club would also lend £1000 plus VAT to the scheme. John sought agreement from the ABkC to grant £500 plus VAT. This was agreed up to a maximum of ten schemes for initial kart purchases. The new kart would be offered to prospective new drivers and if they purchased it the £1250 plus VAT received would be used to purchase another kart ready for sale. Once the club decided not to continue in the scheme, of course the sale fee would be returned to the club accounts. ARKS have promised free ARKS Tests for the first twenty participating. John Hoyle said he hoped clubs would offer free club membership and preferential practice and entry fees for the first year. Some guarantees might be needed with the sale to ensure the driver raced at the club. He also suggested the club had a buy back scheme on the engines as has been successfully used at Buckmore Park and Bayford Meadow. It was made clear that if another trader was able to put up a similar scheme, this would also be considered by the steering group. Clubs wishing further information should contact John Hoyle direct on [johnhoylejkh1@btinternet.com](mailto:johnhoylejkh1@btinternet.com)



### ARKS Matters

ARKS have asked us to remind clubs that the ARKS tests can only be advertised on club websites and adverts. Traders, who also happen to be volunteer ARKS Examiners, are not permitted to advertise ARKS tests on their own websites and any reference on such websites must be removed.

### Seeded Numbers

All the championships are now finished, congratulations to the new ABkC and British champions. The official list of seeded numbers will be on here <http://www.abkc.org.uk/seeds10.html> as a reference for clubs. Please do not recognise any other numbers except for the Scottish, Welsh and Irish champions.

### Notice Boards

Clubs – please ensure a copy of the ABkC newsletters are posted on your club notice board.

(Editor Graham Smith, email [secretary@abkc.org.uk](mailto:secretary@abkc.org.uk))