



# NEWS

## October 2011

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

Secretary - Graham Smith:

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### The Annual General Meeting

Firstly news of this year’s AGM which will be held on Tuesday 13th December at the Donington Park Farmhouse Hotel. In the past we have tried weekend dates, and kart show venues but neither has been particularly successful. So many officials are busy at kart meetings during the weekends, even in December. So we have decided to try a weekday meeting in the hope that all clubs will be able to find someone from their committee to attend. Please try, it is important as with the MSA Green Paper proposals starting to emerge the very future of our national championships could be at stake. The meeting will start at 2pm with refreshments from 1.30pm and the hotel is just past the paddock entrance to Donington circuit. Nominations for the steering group are now required.

### CIK & FIA Updates

We started the recent steering group meeting with a reflection on those recently and sadly departed, they will be missed. We were greatly saddened to learn more recently of the tragic accident involving Dan Wheldon. He was of course a Super One Cadet champion in 1990, his third title in the class.

Russell Anderson updated the committee on recent CIK decisions, including:

- i) CIK late entry fees will be doubled
- ii) Pit entry and exit markers on the track will be defined, but no F1 style penalties yet
- iii) Kerb drawings updated, smooth edges
- iv) There will be more heats (but shorter) in CIK championships
- v) Maximum entry no longer defined
- vi) KF2 & KF3 European championships will be over 2 rounds, with 3 out of 4 finals to count
- vii) Event timetables extended by half a day
- viii) KF1 World Championships will use pooled KF2 engines, each manufacturer providing a pool for its users
- ix) RPS & ballast attachments revised, ballast needs a minimum 20mm diameter washer in the seat, minimum thickness of 1mm
- x) Each manufacturer can only homologate two makes of engine and/or chassis
- xi) Great Britain is 2nd highest in terms of competitors at CIK events to Italy and is very successful
- xii) CIK is considering a ‘national’ KF class
- xiii) FIA is likely to vastly increase International permit fees although MSA is making representations. CIK fees will increase by RPI.

There still seems some confusion about what will be permitted next year for Juniors racing outside their own country. Certainly those without an International licence (only given to youngsters from the year of their 13th birthday) will not be able to race at NEAFP events (National events authorised for

foreign participation.) Whether cross border racing within the EU is to be permitted is unclear.

### MSA Updates

Tenders for the new Cadet engine from 2013 have been short listed and presentations will be made in early November to the MSA. A trial at a club to allow Super Cadet to run with another class is underway. A trial Bambino race is to be held before any decision is made on the future of the class and its regulations. The ABkC recommended that there must be timed qualifying for the heats. Class homologation and new class procedures are out for consultation. Some comments were made for consideration. It is expected that the moratorium on no new classes will be extended through 2012 and 2013. The Chairman said the ABkC needs to define our core classes and continue to hold ‘grandfather’ rights along with any commercial class manufacturers. These classes were defined as the Rotax family, the TKM 2-strokes and Honda Cadet as national classes. The WTP Cadet, TKM 4-strokes, World Formula, Honda Junior and Senior would be Regional or Club level classes.

The ABkC asked if the MSA Medical Panel could review the need for children applying for International licences to be required to have a 12 lead ECG test.

The MSA are progressing with a project so that clubs can apply for permits on-line but there are still a few bugs. It was noted the new medical statistics forms used by MSA Stewards has been revised and its use will be mandatory in 2012. There was a request for the signing on forms to have a column for parent/guardian’s printed name and in any case it will need to have a column for the new PLG Entrants licence number. All under-18 kart licence renewals will contain information for parents on how to apply for their new PLG (Parent/Legal Guardian) entrants licence for 2012. A team entrants licence could also be used at a national race meeting.

The MSA are becoming very concerned about the use of social networks and forums to discuss what has happened at a race meeting. They are warning caution, and that some postings could lead to withdrawals of licences or other sanctions on the grounds of bringing the sport into disrepute.

### ABkC Matters

The ABkC will have a stand at the Motorsport UK and Autosport shows. The tyre suppliers have agreed to an extension of their contracts through 2012 and to having 15% of the prize fund used for a club development fund as well as increased minimum stock levels for slicks and wets. There is £35872.34 in funds available excluding tyre prize funds which will all go out to our national championship seeded drivers. There were no recent grants to clubs joining the Lets Go Karting scheme and John Hoyle urged more clubs to take up

the offers and be able to sell the subsidised Honda Cadet karts. Cumbria KC has sold the most number of these karts so far. MSA support for the scheme has now ended.

ABkC has fresh stocks of the 'Come Karting' DVDs. Small quantities are free to member clubs, larger quantities are billed at 55p per copy. The new Seeded Drivers list is now on the website. Congratulations to all the new champions and seeded drivers. The registration form and dates for the 2012 ABkC National Championships within the Super One Series are now available on [www.s1series.co.uk](http://www.s1series.co.uk)



2011 ABkC O Plate Champions (Rowrah)

### Class & Championship regulations

In Rotax Super One classes only one oil will be permitted in 2012, to ease the testing of the oil additive to the control fuel. In Rotax classes tyres must be used with the marked rotation direction. The KF2 class weight will be kept at 160kg even although the CIK has reduced it to 158kg. The KZ2 UK tyres will change to Dunlop DEH from the DEM. The DEH has been found to be much more durable, and very little slower. Clubs can request the MSA for a KTE to use the DEH from now. A joint meeting with the British Superkart Association will be held to discuss the engine list for 2013 and whether to permit the Gas Gas engine. The ABkC and BSA will also collaborate on a joint set of regulations for the 450cc 4-stroke class.

The minimum driver weight in MiniMax and Junior Blue will be 37kg in 2012 and 38kg in 2013 to match that already in Junior TKM. The MSA target for all junior 11 year old classes is a 2.5:1 ratio of driver to chassis weight.

It has been noted that some clubs are running classes, or amended classes, without MSA approval by way of a KTE. A KTE (Kart Technical Exemption certificate) is required for any deviation from the official published regulations, or for any sub-class.

From 2013 all drivers under-15 will be required to wear a CMR or CMS 2007 approved helmet and scrutineers are being advised to warn parents from now on. To aid scrutineering, event secretaries could give a list of all those over 15 in the junior classes, so they can be seen to be exempt. Another suggestion is to add the date of birth to the scrutineering card for juniors.

### MSA Technical matters

Discussions are continuing on cross compatibility of the AMB and TAG Heuer transponders. Complaints have been made on shortages of Cadet tyres. Russell Anderson apologised and said times have been very difficult in Japan but he had been air-freighting tyres and ship containers were due to resolve the issue. Tai-Ko have added a TKM Classic sub-class similar to that successfully pioneered by Sherington KRC, but karts will need the TKM homologation sequential plate to be fitted,

which basically means only second hand karts will be permitted. MiniMax will get a new restrictor, which fits above the throttle slide. The 'Rotax 177 Masters' class will be added to the Rotax regulations. KZ2 UK Super 4 championship regulations will mandate on the requirement for homologated gear ratios and exhaust pipes in 2012 before total adoption in 2013. Bubble fairings in KZ2 will only be permitted in long circuit. The BSA will not permit CIK type bodywork on 210 / 250 and above classes. The dispensation for the Cadet pointy nose front fairings will be withdrawn for 2012. The ABkC expressed concern about the number of 'minors' working as mechanics and on dummy grids and whether team personnel were being CRB checked by their employer teams.

### O Plates 2012 and other requests

Only two bids for 2012 ABkC O Plates were received which was somewhat disappointing. Cumbria Kart Club was again awarded the direct drive O Plates to be at a dedicated meeting on the first weekend of June and the Bank Holiday Monday. There will be some amazing prizes. Sherington KRC were awarded the Gearbox O Plate to take place at the SuperPrix on the third Sunday of June.

Requests from clubs to have special number plates recognised were turned down. The ABkC only recognises the national and British championship seeded numbers, the O Plates and the Scottish, NI and Welsh champions. A request to have a Midlands TKM Championship over four rounds was noted. A request by Sherington KRC to have the ABkC KF O Plates along with Cadet and Rotax supports to be at dedicated meetings rather than at busy club meetings has been approved. There will be three rounds, to be held at Glan y Gors on 12/13 November, PF International on 25/26 February and Sherington on 10/11 March. All the necessary forms are available on [www.sheringtonkrc.co.uk](http://www.sheringtonkrc.co.uk)

Championships and clubs are urged to ensure that the professional teams attending meetings are properly insured. A pro-forma is available from the ABkC to hand out for completion of insurance details. John Hoyle and the BKIA are both working on suitable bespoke insurance packages to offer to any team that is not currently covered.

### AGM & Membership

Nominations are now required for the 2012 Steering Group and should be sent to the Secretary, by 29th November as well as any items for the agenda. Anything for the official agenda must be seconded by another club, but there will be an informal question and answer after the formal part of the meeting. Previously submitted questions will take preference at this time. The nominations required are for:

- i) Chairman – currently Russell Anderson
- ii) Secretary – currently Graham Smith
- iii) Direct Drive Technical – currently Keiran Crawley
- iv) Cadet Technical – currently Paul Klaassen
- v) Gearbox Technical – currently Phil Featherstone
- vi) Seven general places – currently Steve Clayton, Mike Coombs, John Eastwood, Nigel Edwards, Malcolm Fell, Kelvin Nichols.

### 2012 Membership Renewal

Finally 2012 membership forms have been sent to clubs – please pass onto your treasurer if appropriate and please return by 31st December if possible please, we really do need your continuing support.

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