



NEWS

November 2012

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

Secretary - Graham Smith:

“Stoneycroft” Godsons Lane Napton Southam Warks CV47 8LX Tel & Fax 01926 812177

Annual General Meeting

The Annual General Meeting will be held at Donington Park Farmhouse Hotel on Tuesday 11th December, starting at 12 noon, with a sandwich lunch on offer. Provisionally presentations are being arranged with TAG-Heuer on their innovative timing system, and Peter Kessler will demonstrate the bar coding system that is used so successfully at the Super One and Rotax Max Challenge Grand Finals. The latest more affordable system is called EVA. Clubs so please send a representative to the AGM, important matters for the future of kart racing will be discussed. The venue is just past the paddock entrance to the race track or DE74 2RN postcode. It is quite close to East Midlands airport too.

Steering Group Nominations

Clubs now need to send to the ABkC Secretary their nominations for the 2013 Steering Group for the following positions (current incumbents shown) preferably by 14 days before the AGM:

Chairman – Russell Anderson

Secretary – Graham Smith

Direct Drive Tech – Kieran Crawley

Cadet Tech – Paul Klaassen

Gearbox Tech – Phil Featherstone

Club Reps (7) – Steve Clayton, Mike Coombs, Rob Dodds, Nigel Edwards, Malcolm Fell, Alistair Parker, Kelvin Nicholls.

Also could clubs send in any agenda items they wish discussed. For formal discussion the agenda item needs to be with the Secretary 14 days prior and seconded by another club, for the informal part of the meeting that is not necessary. The draft agenda is:

- 1 Apologies
- 2 Approval of the minutes of the 2011 AGM
- 3 Chairman's Report
- 4 Secretary's Report
- 5 Treasurer's Report
- 6 Nominations and Election for 2013 Steering Group
- 7 Any other formal business

Each club attending has two votes.

Followed by the two presentations then an informal Q&A.

CIK Matters

Chairman Russell Anderson updated the steering group on CIK KF engine homologation matters and the championship events to be proposed to World Council. From 2014 tyres will have to last longer – 150km for Medium and 250km for Hard varieties.

MSA Matters

Discussions are on-going with the MSA regarding the ABkC National Championships tender procedures for 2014 onwards. Although the new championship regulations have been deferred for a year, Super One will only hold 6 rounds per

series in deference, and in future only seeded numbers 1 – 10 will be issued. Race Start regulations are having an overhaul and everyone should check the MSA website here <http://www.msauk.org/uploadedfiles/regulations/KartOctober2012.pdf> for all the latest proposals and comment during the limited consultation phase up to 21 December. The proposed new starting regulation will rely on judge of fact decisions on jumped starts as the timing loop cannot be used when formation is permitted to break as soon as the red light goes out. Ages for seniors could be moved down a year from 2014 but no class has yet announced a change, however the upper age for Juniors will revert to the end of the 16th year as it used to be. It is also proposed that only 219 pitch chain can be used in the Direct Drive classes. This is because a newly available finer pitch chain if allowed would lead to increased cost of replacement sprockets and so on. The MSA is still being pressed to only levy one fine on non production of both competition and PG Entrant licence.

Driving standards are still being actively discussed but it is likely that the penalty points will be held in abeyance into 2013 whilst the MSA's report to Council on the merits of both systems or a new system are debated. The MSA is concerned that Clerks were not being supported by some clubs in being firm with the imposition of penalties and are asking them to support the Clerks in following the Datum Penalty Summary Sheet and the MSA Karting Penalty Trial.

Brief roundup of new and proposed MSA regulations

Regulations approved for immediate implementation:

The now well known 'not starting engines in the pits' for short circuit karting except in the designated areas. Karts with non centrifugal clutches (e.g. KZ2) or no clutches (e.g. TKM) can be started on a stand, all to a maximum of 10 seconds.

When weighing drivers in classes where a minimum driver weight is given, then only the mandatory personal protective equipment can be worn. So additional PPE such as rib protectors must be removed, but can be weighed with the kart for the overall class weight.

Unless a licenced timekeeper is present, only place penalties can be given up to five places.

Regulations already approved for 2013 include:

Clarification of chain protection.

No adjustable rear wings whilst the kart is in motion (i.e. no DRS systems).

Number plates in long circuit revised down to 25cm square and may be made of fibre glass (polyester).

Numbers must be Arial font (long and short circuit).

Engine starter batteries must be placed on the chassis to the opposite side to the engine, and must be behind the central strut of the kart, or behind or mounted on the seat. Lithium batteries must have an EC and ROHS marking.

Bambino drivers upgrading to a normal kart licence must now take the full ARKS test.

Regulations already approved for 2014 include:

Up to three Kart Tyro events can be counted towards the novice signatures.

Only seeded numbers 1 – 10 will be permitted, plus GP and O from British and National championships, no others.

A holder of a National A or above Race Licence only needs to do one short circuit race as a novice before being able to race at National A kart events, so long as they also pass the ARKS Written Test.

In Kart Tyro, novice drivers with a normal kart licence (not a Clubman) will come under Kart Tyro guidelines for their grid position, they will not necessarily have to start at the back.

For all of the above, always use the MSA source documents for the official wording of the regulations.

The ABkC is taking legal advice on some of the issues regarding tyre contracts, which will be renewed for 2014. Secretary Graham Smith said kart licences up to September 2012 are around 4,200 whilst Rob Jones added that events and number of drivers competing is holding up well.

ABkC Championships and O Plates for 2013

After a vote it was confirmed that Cumbria Kart Club would retain the rights to the Super Two Honda senior and junior ABkC championships for another year. A secret vote decides the locations of the O Plates, but the number of bids received was disappointing. Buckmore Park will hold the Honda Cadets on 20th October, Sherington will host the Gearbox with 250 National at the June 15/16 SuperPrix and KZ2 UK as a Super One support on 5/6 October. Cumbria KC will host the remainder on 27/28 April including Rotax and TKM classes. KF3 and KF2 will be held during a Winter Warm up meeting at Glan y Gors.

Junior Tyro

Steve Chapman of Protrain gave a presentation on their Junior Tyro kart class. The kart is a specially designed Gillard, fitting with a 10bhp Swedish Raket TAG engine, all for £2450 plus vat on all weather tyres and discounts for clubs to use at Lets Go Karting or similar events.



Transponder Timing

It was agreed that any club wishing to purchase the TAG-Heuer timing system, used so effectively to give live timing and sector timing in the Super One this year, must continue to apply for a waiver to the ABkC, but if they can guarantee to offer any competitor a hire transponder for the weekend for no more than £10 including VAT, then waivers will be given. Super One is given a waiver for 2013 on that basis.

Class Regs

The MSA is continuing with Cadet engine testing to decide on the restrictors for Comer and Honda for 2013 and an announcement is expected shortly. The IAME provisional fiche is on the MSA website. 250 National class regulations have been revised to allow the introduction of new engines during 2013. These can take trophies and prizes but not championship points in short circuit, whilst a Super National class for them has been proposed in long circuit. Notices of intent to register must be with the MSA by 1st December, details on demand, kit engines are allowed. KZ2 UK engines will have to become fully compliant with homologation as far as exhausts and gear ratios are concerned from 2013. Super One Series is offering up to three support races at selected tracks for KZ2 UK on condition enough drivers enter by January. One of these will be the O Plate at Sherington, the other tracks being GYG and Rowrah. TKM and KF classes will have new wet tyres in 2013, and in Rotax the intake silencer tube must be marked 'ROTAX'. TKM have incorporated the TKM Clubman regulations as used at Sherington into the Gold Book so any club can adopt them, then fix their own rear sprocket size if desired. Maximum kart weights have been translated into minimum driver weights, in general 38kg for 11 year old classes. It was decided that clubs must put No Smoking signs on their dummy grid areas.

Club Development Fund, and Club Regs

The new ABkC Club Development fund procedures were discussed and it was decided that clubs needing a grant should first have tried the MSA fund but could then apply to the ABkC Secretary, especially if it was for some project that the MSA would not cover. Please apply to the secretary if you want a form to apply for a grant.

A debate was held on whether championship regulations should be amended regarding exclusions from meetings for technical eligibility offences. It was agreed that a range of penalty from minimum exclusion from the race or timed qualifying up to exclusion from the meeting should be recommended to be cast into championship regulations. A typical example would be:

"Should any driver or kart be excluded from the meeting for any reason they cannot drop that round, it will count as one of their counting rounds. MSA general regulation C3.5.1 will apply with the exception of penalty (C) which will not apply. The minimum action resulting from infringement of technical regulations arising from post race scrutineering or Judicial Action will be exclusion from the race or timed qualifying session, and the maximum action will be exclusion from the meeting, except that this will not be applied in the case of drivers/karts being underweight, or in the case of a technical infringement due to an incident during the race, such as an Air Box falling off etc. The penalty for these types of infringements, which will be at the discretion of the Clerk of the Course, shall be exclusion from the race."

Showtime

The ABkC will be exhibiting at the Autosport Show in conjunction with ARKS and BKIA but will leave individual clubs to promote karting at KartMania.

Seeded Drivers

The lists of approved seeded numbers for drivers are listed on the ABkC website, under Seeded Drivers. Only these plus the C and S plates are permitted to be used at clubs, except that clubs who have approved special plates issued locally can of course use these but only at their own club.

Membership Renewals

Could clubs please use the 2013 Membership form to renew their memberships as soon as possible please.

(Editor Graham Smith, email secretary@abkc.org.uk)