



# NEWS

## October 2009

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Secretary - Graham Smith:

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### The timetable for change explained

With the 2010 Gold Book being readied for printing, the Kart Regional Committee had plenty to consider at its September meeting, reviewing comments made about the proposals published in July. This procedure is the same every year, any proposals for changes to the regulations must be made by the June meeting so that they can be published with six months notice, then reviewed at the September meeting before finalising for the book. So suggestions for change from clubs or drivers need to be with the ABkC Secretary by early June, not sent in September or October. All the commercial class owners have been notified of the requirement to advise of forthcoming changes by the end of June each year. The MSA intends to formalise this process.

Unless it is for urgent safety reasons, requests for changes to the Blue Book are sent to the Kart Sporting Committee, and from there to MotorSports Council, and take at least twelve months before they are implemented. The changes proposed have always been published in the MSA Motorsports Now magazine, but from now on will be posted on the MSA website, which will give quicker access.

### Chairman's Report / CIK matters

In his Chairman's report, Russell Anderson – who attends CIK meetings – informed the group that the under-18 World Championship driver's kart would become the World Manufacturer winner as well. Eligibility for the KF2 and KF3 World Cup events is to be extended to the top ten from the domestic national championships. The contract for the KF3 carburettor to be used in the CIK championships will be for a three year period. Both that carburettor and the Tryton will be listed in the Gold Book as eligible for the class, but the Super One will only allow the CIK choice next year, not the Tryton. The KF Winter Series and the 2010 Super One British Championship will adopt the Super KF class in place of the KF1 class (which has been used until now) following a survey carried out by the MSA at the last round.

### TKM Class Changes

The amendments to the TKM regulations were approved, and have now been published by Tal-Ko. This includes the use of a new Green Maxxis slick for the 2-stroke and junior 4-stroke categories which is said to be about 0.5 seconds faster than the current tyre. The current tyre will remain eligible until 1st July, but not in major championships. The request to increase the power of the TAG TKM 2-stroke engine to equalise performance with the non-TAG engine

was agreed in principle but sent to the MSA Kart Technical Group for ratification, where it has been accepted with effect from 30th October.



*The TKM Tag Engine (courtesy Tal-Ko)*

### Rotax Class Changes

The request from J.A.G. and Rotax to change to the Mojo tyres from 1.1.10 was rejected by a majority by a secret vote, and a statement is available on the ABkC website. Subject to satisfactory testing of the new Mojo tyres, they will likely be accepted for 1.1.11. It was noted the new clutch bearing and O Ring is being free-issued to purchasers of the new clutch, or recent engines, but it will not be mandatory for 2010. However it's use will certainly be advisable as new regulations will state that the clutch must be as supplied by Rotax and the internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance. The engine clutch must be triggered at 3000 rpm maximum and make the kart and driver move forward. The clutch must be in direct drive (and 100% engaged) at 6,500 rpm.) A bar test may also be used to test clutch engagement, and the parameters will be advised in due course. This is to allow for a simple but more stringent test to be applied at club meetings, whereas

the 6,500 rpm limit can only be measured by one of the clutch dataloggers such as the Unilogger.

### **Cadet Class Changes**

The Honda Cadet class weight is confirmed as increasing to 103kg, and the Honda engine fiche will be re-issued for 2010, allowing for two new suppliers of the exhaust system. The Comer Cadet weight is not to be increased as the MSA are reviewing the alleged increase in performance of the class over recent years. There was a unanimous view of the Kart Regional Committee that the Comer Cadet class should be slowed down, and other Cadet categories must not be allowed an increase in performance. The homologation for new Cadet chassis has been delayed until 2011, by when the new crash tested mini kart bodywork should be freely available. However limited homologation extensions for brake discs will be permitted for 2010 and from 1st January karts may be retro fitted with top hat camber/caster adjusters.

### **KF Tyre changes for 2011**

The KF3 tyres will change in 2011, for one of the tyres on the list of homologated tyres for the class, as will KF2. KF1 already uses a listed tyre. The MSA is reviewing tyre testing procedures.

### **Gearbox Class Changes**

A late proposal to change the ICC UK (KZ2 UK) tyre to that used by KZ1, which is the Dunlop DCH, was approved with effect 1.1.10. The current SL4 will be allowed to be used at club meetings only until 1st April. KT10 wets will be permitted at club meetings throughout 2010, alongside the new KT11. A request to only allow KZ2 engines to have the CIK homologated gears was considered but deferred for consideration for 2011. The class weight structure in 250 National was amended so that the use of a wing in conjunction with any combination of bodywork or bumpers/sidebars but without a large front nose would result in a class weight of 200kg, whereas the full long circuit bodywork fitment would result in a 205kg weight. The open tyre rule will continue in the class and be extended to the 125 Open class as well (except that ICC karts must use their class tyre if racing in 125 Open).

### **Notice of Annual General Meeting**

The Annual General Meeting will be held at the KartMania show at the Ricoh Arena, Coventry CV6 6GE on Saturday 28th November starting at 2 pm.

Nominations for the 2010 Steering Group should be sent by a club official as soon as possible to the Secretary, Stoneycroft, Godsons Lane, Napton,



Southam CV47 8LX, with a signed agreement from the nominee if new. Nominations are needed for Chairman, Secretary, Cadet, Direct Drive Technical, Direct Drive, Gearbox Technical and Gearbox positions. The closing date for nominations and any special resolutions for discussion is 14th November. Special resolutions need to be seconded by another member club. After the formal part of the AGM, there will be a Kart Regional Committee Open Meeting. Items for discussion at this may also be sent to the secretary,

they do not need a seconder, and questions submitted in advance will be dealt with before items from the floor. Please try and attend, this is your chance to have your voice heard, each member club has two votes, proxies are not permitted. Clubs should take this as notice of the AGM.

### **Publicity**

The ABkC will have a stand at the KartMania and Autosport International shows. The Start Karting brochure is being redesigned and expanded to eight sides of A4, to include a new section from the BKIA. It will be available at the KartMania show



for clubs to collect. The BKIA have requested that clubs who have official traders at their meetings should ensure that the traders are BKIA members and that they have Public Liability insurance appropriate for their activity. This can be done by either seeing a copy of the policy certificate (which should be on display at the business premises anyway), or asking them to sign a statement that they hold such cover. The recommended minimum is £5M. Also it is recommended that clubs should have a read of the government document entitled Guide to Safety at Sports Grounds which you can find here <http://www.culture.gov.uk/images/publications/GuidetoSafetyatSportsGrounds.pdf>

### **O Plate Awards**

Clubs that put forward applications to host 2010 ABkC 'O' Plate meetings are thanked. After a secret vote, the following was decided:

TKM – Sherington on 18th April 2010.

Cadet – TVKC on 6th June 2010

Rotax – Rowrah in August or September

Honda Cadet – at Buckmore Park

Gearbox – DYKC 19th September at Teesside

KF Classes – The KF 2009/10 Winter Series winners of each class will be awarded the O Plate.

A 2010 calendar will also shortly be set up on the ABkC website.

### **Bambino**

The draft regulations for the new Bambino class were noted. The MSA are supplying a (free) record card, and drivers will need to be checked out by an ARKS Examiner or Instructor before competing in a time trial. Clubs wishing to have their track licence extended to cover the Bambino class are asked to contact Joe Hickerton at the MSA.

### **Crash Helmets / Lets Go Karting**

The FIA Youth Helmet Snell CMR/CMS 2007 will be mandatory for Cadets from 1.1.11, and highly recommended from 1.1.10 but mandatory for Bambino immediately. It will have a new yellow MSA sticker to show it has been passed for racing. Mandatory use of this helmet type will probably be extended to all under-15's from 2013, but anyone under 15 racing abroad will need to use this type of helmet from 1st January. The only other change on helmets is that the BS6658 Type A (Blue label) will no longer be eligible from 1st January.

It was decided to donate a race suit and CMR helmet to every ABkC club that participates in the Lets Go Karting scheme, and ARKS scholarship offer of the loan of a kart to one graduate was noted. The ARKS 50/50 Grant scheme could also be used to help claim for funds needed for Lets Go Karting (contact Graham Smith for more information). Most recent licence figures apparently show an increase in National B licences which is good news.



### Cadet Front Fairing



Many concerns have been raised on the design of the Zip Front Fairing which the MSA are taking very seriously. Tests and examination of video and photo evidence have so far shown nothing conclusive and no evidence to remove the permission to use this front fairing. One of the steering group members said there is also the issue of

using the 'wedge' to lift the rear wheels of the kart ahead.

Scrutineers are being requested to ensure the front fairings are in pristine condition and certainly not deformed in any way otherwise they must be rejected. The MSA was requested to put out a statement on their findings.

### KF3 & Junior Max Age changes / Junior Blue

As proposed in June, the KF3 entry age for experienced drivers will become the year of the 13th birthday from 1st January, the same as the CIK regulations, and Junior Max will also move to that same age rule, with 13th birthday entry for less experienced drivers. The MSA has had concerns about the significant increase in speed of Junior Blue due to a change in the construction of the 2009 slicks and requested a change in restrictors which has narrowed the gap to the other 11 year old entry level junior classes.

### Super Cadet?

The MSA is looking into the division of Cadet and Junior classes and age breaks, along with the possibility of introducing a Super Cadet class. This will not happen before 2011 at the very earliest though, and will be subject to committee and Council approval.

### Chassis Protectors to be banned

Chassis protectors will be banned by the CIK from 1st January, and the MSA will follow suit, subject to Council agreement. There have been some very potentially dangerous incidents with them breaking off.

### Bodywork

The '08' crash tested bodywork that has expired on homologation can continue to be used, at least in non-CIK classes. The MSA also hope to clarify the use of non-matching bars and plastics, where bars are being supplied only with a newer number yet are identical to the older versions.

### Licensing of Parents? / Recruitment Drive

The proposal to licence karting parents of minors has been delayed pending a review of the applicability to all motorsport disciplines. A member of the steering group suggested a recruitment drive by clubs to ask retiring drivers to become scrutineers or take on other volunteer officials duties.

### 2010 Fixture List

Clubs are reminded to set up their 2010 dates on the MSA Fixture list, which is essential prior to applying for permits.

### Champions



The ABkC congratulates all its 2009 champions and seeded drivers, and especially congratulates Jenson Button on his fantastic achievement

in winning the 2009 Formula 1 World Championship.

Jenson was the ABkC Super One champion in Cadets in 1991 and Junior TKM in 1992. All the new seeded driver lists are on the [www.abkc.org.uk](http://www.abkc.org.uk) website.



### NATKSA

NATSKA (the kart club for schools karting) have applied to join the ABkC.

### 2010 Fees

The MSA are holding licence fees at the same rate, so a Kart National B & Novice will be £30, a Kart National A will be £45 and International C at £99. Other fees generally increase by approximately 3%.

The Start Karting pack will go up to £45 and the ARKS fee to £85, bearing in mind VAT will increase.

(Images courtesy TSR Productions & kartpix.net)  
(Editor Graham Smith, email [secretary@abkc.org.uk](mailto:secretary@abkc.org.uk))