



# NEWS

## July 2009

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### Steering Group Meeting June 2009

With 2010 proposals to consider from Tal-Ko, and several urgent past and present issues for the Rotax classes in the news, the mid-year meeting of the ABkC Steering Group and Kart Regional Committee would have some hard work ahead. For a change, the meeting was held at the Motorcycle Museum near Birmingham, a very central spot, easy to visit by road or air. Guests from Dunkeswell Kart Club, and NATSKA, were observing the procedures.

### CIK News

First of all Chairman Russell Anderson reported from his attendance at CIK meetings, where the news of the new World Championship for under-18's had just been released. He confirmed that the CIK will change KF3 to the wider rear tyre from 2011, and that international licences would from 2010 be issued on the year of the birthday basis. KZ1 class weight would go up to 175kg, the weight we already use in this country.

### Class requests

Since the panel that considers new or amended classes could not agree on the application by Trent Valley Kart Club for a KF3 Senior class, the merits were debated by the full Kart Regional members. It was stated that from 2010 only the older homologations would be allowed, similar to the now defunct 100 National class, and that TVKC had interest from up to twenty drivers. There were very mixed views, some against on the basis we are trying to cut down the number of classes, but in the end a vote was taken in favour, showing none against but a number of abstentions. Between meetings, permission had been given to Northern Ireland to use an alternative class weight and more power in the Honda Junior class.

### MSA Proposals – Cadet kart homologations

The MSA's John Ryan intimated that recommendations had been made that the KF classes should use tyres chosen from the list of CIK homologated tyres for each class. He added that the CIK and MSA were intent on making sure that tyres used by Superkarts were fit for purpose, in other words had appropriate speed ratings. John Ryan also summarised the parameters for the 2010 Cadet kart homologations, where interruptions on brake discs but no floating or vented discs would be permitted, along with other slight modifications such as allowing a top hat for camber / castor adjustment which may be retro-fitted. Following consideration by the Kart Technical Working Group, it would be recommended

that all crash tested bodywork, even if out of homologation, could still be used, as a considerable number of karts are still using the original '08' designs. Advice has been given to scrutineers that chassis protectors should be of a single piece construction with two independent bolt fixings. This was given after a chassis protector came off a kart and narrowly missed inflicting injury.

### Mandatory Junior helmets

Discussion is on-going on the introduction dates for the FIA Youth Helmet, the Snell CMR/CMS 2007 standard, which is mandatory for all under 15 year old drivers in international events from 1.1.10. All Cadets will have to use this helmet in the UK from 1.1.11, subject to Council, but a debate is on-going as to whether this will apply to all under-15's as well. If clubs have a view, they should write to the MSA. It was noted that several new models will be on the market in the Autumn, and that manufacturers can replace the liners if the child outgrows a small size.



### Direct Drive class proposals

Nigel Edwards leads the ABkC Direct Drive class sub-group, and had held a meeting to decide on recommendations for next year, as follows, which were agreed to go forward:

- a) After the decision last year to keep the **Honda Cadet** class weight unchanged, a considerable number of people had reiterated that an increase in weight was needed as drivers were having to purchase very light weight (and more expensive) seats and floortrays. The group recommend a weight increase to 103kg, the same as WTP Cadet, noting that the Honda engine is nearly 8kg heavier than the Comer.
- b) They also recommend a 2kg weight increase in **Comer Cadet**, to partially balance out the parity, and also to pull back slightly on the speed increase with the use of castor oils.

c) The **WTP Cadet** weight should stay unchanged. A request from John Mills Engineering to increase the restrictor size and hence reduce lap-times was turned down. The MSA representative said if parity had changed, then the Comer Cadet class would be slowed down to match.

d) No changes were proposed to Junior Max or MiniMax class weights, although some representations for increases were considered.

e) **KF3 and Junior Max entry** age for experienced drivers should both be the year of the 13th birthday (which would tie in with the new CIK rules). Non-experienced drivers would have to wait until the 13th birthday.

f) The **KF3 tyre** choice was considered. Initially a change to a harder YKC tyre was mooted with the intention of slowing down the class, but preliminary tests showed that might not be the case. Therefore it was agreed to consider continuing with the Bridgestone YGB tyre in 2010, then change to the latest Bridgestone homologated tyre for the class for 2011. This would be the same width, but a harder tyre than for KF2. But the final decision for next year is still open, subject to further consideration of test results.

#### **Notice of change**

It is the ABkC's policy to wherever possible give six months notice of changes, to allow for feedback from clubs and drivers, before their September meeting and then implementation in January. In any case, some of the above recommendations will need MSA ratification. The MSA representatives said they would be writing to the ABkC, as class joint owners, to state that changes should only be made on 1st January, or exceptionally mid-year, all with appropriate notice to drivers. There had been too many short notice changes, the updated Rotax coil the latest. After a debate, it was agreed that the new coil did not need any regulation or fiche change, as it was the same part number and price as the previous version, although with some allegedly non-performance improving changes, e.g. a higher voltage spark.

#### **Rotax Cylinder**

The group had also considered the introduction of the new cylinder in Junior Max and MiniMax and made a recommendation to the MSA to allow it. The MSA are monitoring the speeds of MiniMax and will take action if the lap times decrease significantly.

#### **Cadet future**

The group also made recommendations about the future of the Cadet class, which would be forwarded onto the MSA and George Robinson for consideration. The recommendation was for a cheap and easy to operate low power engine for the 7 to 10 year old drivers, giving an overlap with the new proposed Bambino class (6th birthday to 8th birthday), then a Super Cadet class for 10 – 13 year olds with a range of the available 9 – 10 bhp engines. Some existing classes could possibly be phased out, and Super Cadet would be on a slightly longer chassis than the existing Cadet class.

#### **TKM Class changes**

Tal-Ko proposals for changes to the TKM regulations, along with an assessment of alternative tyre types had been put forward. This was referred to the Direct Drive group for further consideration, but it was said that Junior TKM, being the bench-mark for the 11 year

old entry level, would not be permitted to go faster. Tal-Ko had said that chassis homologation would be dropped, and chassis with 50mm 2-bearing axles would be allowed, albeit with restrictions.

#### **Rotax tyre changes**

JAG had also put forward proposals to use the Mojo range of tyres for the Rotax classes from 2010, subject to satisfactory on-going comparison tests. They had advised that the D1 tyre for Junior and MiniMax classes would be slightly slower, and the senior tyre very similar to the current Vega. It was agreed that the durability of the Mojo must be proved to be similar or better than the Vega, and the ABkC would require to see copies of the written test reports first before a final decision in September.

#### **Tyre Usage**

Rob Jones, the MSA General Secretary, said the MSA was very concerned about the high tyre use across all motorsport from an environmental point of view, and asked the ABkC to write to their contracted tyre suppliers to seek ways of identifying tyres and reducing useage. For instance Dunlop are already putting a microchip in every BTCC tyre, so each can be tracked across its whole life, including disposal.

#### **Gearbox matters**

The Gearbox group, chaired by Mike Coombs, advised they wished to continue with 'open' tyres in the 250 National class, noting that this policy had led to an increase in competitors already. Following the failure of the ABkC KZ1 class in FKS, the NKF had been given agreement to take over the championship series and they had had twelve registrations with seven competitors at the first round. The NKF would keep the series until the end of 2011, in common with the other contracts. All ICC UK/KZ2 UK karts must use a CIK homologated air box with a filter from 1.1.2010, as is already mandatory in KZ1. Gear ratios and exhausts will remain open for now.

#### **Membership – MSA Club/Marshal of the Year**

The secretary reported that there were 31 clubs in membership, only East of Scotland and BRDC / Stars had not renewed membership this year. The AGM will be held on the Saturday afternoon at the KartMania show, on 28th November at 2pm. The Start Karting brochure will be expanded to carry more information about the BKIA members and clubs offering ARKS tests will be identified. Any club wishing to put themselves forward for the MSA Club of the Year, or put a Marshal forward, should write to the ABkC Secretary without delay. The parameters are available on the MSA website. It was agreed to get more ABkC banners made, and have ABkC visor strips made to give out at relevant championship meetings.

#### **Financial**

The Treasurer said that there was a total of nearly £40,000 available. The Chairman noted it was important to keep a legal fighting fund available against future threats.

#### **Kart Sporting – Bambino class**

Rod Taylor, Chairman of the MSA Kart Sporting Committee reported on recent decisions and recommendations. The ABkC request to allow three figure numbers where larger clubs ran out of suitable numbers was rejected. Any club can apply for this on

individual merit. The Bambino class regulations for 6 – 9 year olds doing time trials on specially approved tracks have had first approval at Council, subject to comments before ratification, and technical regulations are being drawn up. They will get a Kart Clubman licence, and collect signatures which could exempt them from the ARKS Driving test. The Kart Technical Group is tasked with formulating the Bambino class regulations for the Gold Book, and if anyone has comments on chassis sizes, tyres, engines or bodywork for instance please send to the ABkC secretary.

#### Lights for marshals



The committee heard a brief report from Malcolm Fell, about a trial of a LED 24v battery light system to use in place, or alongside, of a marshal's flag. The manufacturers have had some discussions with the MSA, but any use of lights requires prior approval

from John Symes as the use is not covered for karting in the Blue Book.

#### Starting procedure –Historic Racing – Lets Go Karting – Publication of regulation proposals

Council had also approved the recommendations on a new starting procedure, modeled on the CIK tram-lines and acceleration line running up to the start line. Licencing for Entrants licences for minors under 18 are being finalised and timed qualifying is confirmed as having the same status as a race. He noted that the British Historic Kart Club is seeking special regulations for racing their classic karts, and the KSC is sympathetic to this. He also reported on the progress of Lets Go Karting, and that some new venues had been selected. From 2010 the MSA committee regulation amendment proposals would be published on the MSA website, so that competitors and clubs need not wait for the next issue of MotorSports Now to see what is being recommended.

#### O Plate bids for 2010

Clubs are asked to submit any applications to hold ABkC O Plate meetings in 2010, to be with the secretary by mid-September. As before, evidence of strong likely interest in the proposed class and date chosen should be given. A date, or small selection of dates, must be given in the proposal, so the committee can vote on each application on its merits.

#### Kart Safety

A 'Kart Safety' meeting had been held at Whilton Mill, bringing together the MSA, ABkC, ARKS, NKA and circuit operators as well as an Environmental Inspector from a council. It was noted that the NKA is contributing to an EC working party on standardisation

of corporate karts (SEM354 Working Group 3). All the championship organisers reported in on the progress of their respective series before the meeting closed.

Clubs are reminded that they must not make any recommendations about the use of neck braces in their regulations or club rules. The next steering group will be held at the end of September, when the Gold Book regulations for 2010 will be finalised.

**Congratulations** to ABkC O Plate winners Oliver Hodgson (Junior TKM) and Daniel Butcher-Lord (TKM Extreme).

**Stop Press:** The MSA have decided to delay the new Cadet chassis homologation by one year, to 2011, to allow for plentiful supply of the new minikart crash tested bodywork. All homologations for chassis and brakes will be automatically extended for 12 months. Applications may be made to homologate brake discs with interruptions in their surface (drilling or slots only) for use from 1.1.10. And also from 1.1.10, chassis may be modified to incorporate adjustable camber/caster top hats, only on the top of the kingpin, and drilled to a maximum of 4mm larger than the kingpin diameter. Bodywork mounting points may also be moved so as to fit the new type bodywork.

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