



# NEWS

## December 2010

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

Secretary - Graham Smith:

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### Annual General Meeting, Coventry – 27 November

Russell Anderson was re-elected as Chairman of the Association of British Kart Clubs at their AGM, held at Coventry.



*Top table – from left –  
Graham Smith, Russell Anderson, Colin Wright*

In his address to the sixteen clubs attending, he said: “The role of the ABkC will be to generate proposals and review those from others to feed the new MSA committees, some people have missed the point of the work we do. In the immediate future we will formulate our response to the MSA Green Paper then turn our attention to new contracts for tyres and championships to start in 2012. The MSA have told me they want us to continue the dialogue with the championship promoters.” Anderson added that in future he could visualise the ABkC O Plate championship meetings rotating round each of the new regions, with each regional representative picking an appropriate club. Graham Smith was re-elected as Secretary and Lesley Richardson took over as Treasurer from Colin Wright who has not put himself back up for election. Those attending enjoyed presentations from Mervyn Rundle of Solicitors Title on how Dunkesell Kart Club fought off a Noise Abatement order through the courts, from Reinier van der Steege of Mylaps on transponder and race timing developments and from John Hoyle of JKH on a proposal to supply subsidised Honda Cadet karts to clubs participating in Lets Go Karting. Mervyn Rundle has kindly made his presentation booklet available to all through the ABkC website [www.abkc.org.uk](http://www.abkc.org.uk) – see more details later.

### Election

The 2011 Steering Group was elected with the following members: Russell Anderson (Chair), Graham Smith (Secretary), Mike Coombs (Gearbox Rep), Lesley Richardson (Treasurer), Paul Klaassen (Cadet Tech), Keiran Crawley (Non-gearbox Tech), Phil Featherstone (Gearbox Tech), Nigel Edwards (Non Gearbox Rep), Malcolm Fell, Kelvin Nichols, John Eastwood and Steve Clayton. The vice-chairman position, currently held by Mike Coombs, will be confirmed at the February meeting. In addition to these elected members there are positions on the steering group for representatives from the Super One and FKS championships, and all regional kart associations, the BKIA and MSA representatives.

### Chairman’s address

Russell Anderson thanked Colin Wright for his valued work as Treasurer, and reviewed a busy year in dealing with such issues as the forthcoming changes in tyres in Rotax and KF classes, plus the new Super Cadet and KGP classes. He noted that with the formulation of a new over-arching MSA Kart Committee, that the ABkC’s role as the Kart Regional Committee had effectively been taken in-house. The senior members of the steering group had meetings with the MSA’s Chief Executive during the year and the ABkC had been granted a place on the new Kart Committee and had their place on the MSA’s Regional Committee confirmed.

### Secretary’s report

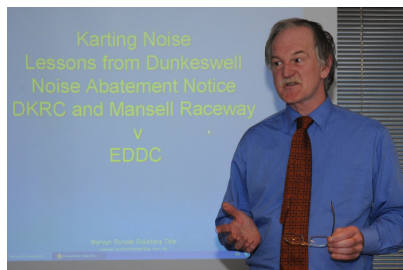
Secretary Graham Smith noted that clubs have reported that membership of clubs reported to the ABkC has fallen slightly from 5234 in 2009 to 4931 but we now have 34 clubs in membership, a record number. The revised ‘How to Start Kart Racing’ brochure has been well received and will shortly be updated for 2011. He said the ABkC regretted the disturbance to the KZ class tyres this year, and have decided to adopt the CIK homologated tyre for 2011. The Rotax classes change to the Mojo tyre next year and he said he was disturbed to note on the forums that some clubs are considering variations to the official class regulations already. Clubs must realise any deviation must now be authorised by way of a KTE, a Kart Technical Exemption certificate which is numbered and should be listed in championship or supplementary regulations. Similarly the KF classes change to homologated tyres in line with the CIK regulations and the new wet tyre is already in use. The ABkC’s non-gearbox classes have all enjoyed extensive coverage on Motors TV, thanks to continued innovations in Super One. The MSA has approved a TAG Heuer transponder for karting but currently our clubs have all agreed to use the AMB TranX-160 and this could only change with steering group agreement. Graham Smith noted that the number of new drivers taking ARKS Tests now comprises 60% of under-16’s. The ABkC supported the Lets Go Karting clubs with a free suit and helmet, and will support the first ten applications for the JKH offer of Honda Cadet karts.

### Treasurer’s report

The Treasurer Colin Wright noted that the new membership fee structure comes into effect for 2011 but expressed his concern that current expenditure exceeds income and would continue to do so in 2011 as the fees for the O Plate meetings have been waived for that year. In 2010 there was expenditure of £9,480 against income of £8,391 which included a 7% drop from club subscriptions. He believed that some clubs understate their membership. There is £21,760 in the deposit account and Russell Anderson noted that the ABkC wish to maintain at least £20,000 in reserve in case it is needed to fight off any legal challenges. Russell said he is

mindful to call a meeting of the tyre suppliers to discuss the new contracts and the share of the prize money, and the possibility of setting up a club development fund on a percentage of the tyre fund income. President Steve Chapman said in his opinion any grants to clubs should be biased toward clubs that did not host Super One ABkC Championship meetings.

## Presentations



### Mervyn Rundle of Solicitors Title

Mervyn said that most of the opposition came from Sheldon village, not Dunkeswell. He said some of the lessons learnt from the Dunkeswell KC case included that the prevailing wind is a key

factor. It took 3 years to sort out with £500,000 legal costs between the club and the Council 50/50 (If a council is doing its statutory duty then a court will not grant costs even if their action failed). There was nine days spent in court. The Noise Abatement Notice was quashed but a Noise Management agreement was made. A Noise Nuisance is defined as an unreasonable interference with another person's right to enjoy their land/life. He has kindly produced a leaflet giving more information, which is on the ABkC website. There are no set limits or durations of nuisance in law. He asked why now, and explained that the changing face of Britain – over population, residents less tolerant, new people coming in, additional housing, Residents Groups etc all can put pressure on a circuit, which has no 'grandfather' rights. The argument against has to be that it is not a nuisance and that the proposal are too restrictive. (A Court cannot make it worse – can uphold, quash, or make it better) At Dunkeswell, Nigel Mansell paid for an acoustic fence 6ft high, 300m long, costing £250,000 which was initially supported by the Council who initially agreed it reduced noise by 15dB but changed their minds in court. Mervyn said clubs should try to avoid being served with a Noise Abatement order – he suggested rather to work with EHO, and compromise. But do not rely on their advice. Get your own experts. Get a Noise Management Plan in place and get Council to agree and sign up to it. Monitor your noise and keep records. Establish Best Practice Means and ensure that the club:

- Must be a business running from business premises – eg paying business rates.
- Show best practical means of noise reduction.

If you get a noise abatement notice, you must appeal within 21 days – then keep members under control, have one point of contact.

### Mylaps presentation

Reinier van der Steege said their HQ for their 28 year old company was in Haarlem in the Netherlands. In the UK there are some 843 decoders and 55,000 transponders



– not just in karting though. Supersport, KKC, DK Karting and HS Sports are the authorised UK distributors. They are now working on hosting Live Timing with availability on SMS and other platforms. They are moving to a model of contracting the use of the transponder in the same way as a mobile phone. The current MYLAPS software is ORBITS 4. Supersports will soon have the ability to upload to Mylaps website next year.

New products include – Direct Powered Transponder powered from the Kart battery - €208 plus Vat (same as now); a Portable Rack – for sector timing; a high speed Finish Line Camera (€9,000) – also give picture of anyone without a transponder; GPS tracking with SIM card; an On-board display – giving official time/position in race or TQ.

### JKH Presentation on Lets Go Karting Proposal

John Hoyle gave a presentation on his scheme to supply Lets Go Karting clubs with two Honda Cadet karts at very preferential prices, one to use and one to sell on. The ABkC has agreed to grant £500 per club plus VAT if required to the first ten clubs, and the MSA will put in a maximum of £10,000, £1000 to the first ten clubs, but they do not include VAT in grants. ARKS have agreed to support with up to 20 free ARKS tests to those purchasing the karts and clubs are to give a free membership and discounts on race and practice. The club needs to be able to manage the sale and use and retention of the kart, so it is not just sold on.

### Open Forum

At the open forum following the official business club representatives expressed concern about the decline in senior karting, and in the costs of entering and continuing in the sport. Steve Clayton of South Yorkshire Kart Club said: "There are no truly low cost classes in MSA karting any more, but that's what we need." And Kevin Meynell of the RAFMSA asserted that the MSA needs to stop the persistent changes in regulations which renders equipment obsolete overnight. Kelvin Nicholls of Buckmore Park Kart Club added that there were plenty of seniors racing prokarts in non-MSA racing, both in sprints and endurance. There was concern that kart drivers are moving too early into race cars. Another suggestion was for clubs to have rookie awards to encourage newcomers. Some felt that the influence of teams encouraged drivers to fit new tyres too often and it was noted that the MSA Green Paper sought to address tyre usage. Most of the tyres will now come with bar-coding and equipment is available to monitor the codes, and hence possibly to limit the tyre use.



### Notice Boards

Clubs – please ensure a copy of the ABkC newsletters are posted on your club notice board. The next steering group meeting will be towards the end of February should clubs wish to put forward any comments or proposals.

*A very happy Christmas and successful New Year to all clubs and club members*

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