

# ABkC News March 2004

**New Karting Framework:** Colin Hilton, MSA Chief Executive, and Bruce Goddard, MSA Development Director, attended the February steering group meeting. The Motor Sports Council and the ABkC Steering Group have both agreed to a fundamentally new structure for the administration and governance of karting in the UK. In effect the ABkC Steering Group, with some enlarged representation, takes on the dual role of the MSA Kart Regional Committee. As such, it is the 'guardian of the classes', exercising control over the Kart Race Yearbook – the 'Gold Book' and will serve as an advisory body to the MSA. The Kart Control Board will be wound up, and its members absorbed into the MSA Kart Committee (previously known as the Kart Sporting Committee). This Committee is the 'guardian of the Blue Book (karting matters)'. A new framework for the approval of N.1.3 class regulations will be drawn up by the Kart Regional Committee with the agreement of the MSA and will be used when reviewing the classes for 2005. The MSA press release and organisation charts which give more information are shown elsewhere.

**MSA Kart Committee:** The use of the Yellow & Black flag has been officially re-instated for short circuit karting. The MSA Kart Committee will address junior classes and age ranges with a draft paper for discussion at the Regional Kart Committee. This will be part of a review of the classes. Answering a query, the Chairman, Rod Taylor, considered that A.2.7 gave adequate provision for the impounding of components at a kart meeting.

## **Assistant Incident Marshals / N.10.7 Blue Book**

Some clubs are now operating with Assistant Incident Marshals, volunteers drawn from the ranks of junior fathers and mechanics, during junior races. A set of guidelines for this is available from the ABkC Secretary. The important point, as said in previous newsletters, is that they must have been briefed, be signed on as marshals, and have training. The majority view at the steering group, is that it should be permitted to restart engines of stalled juniors, in a safe manner. Some opposing views to this were expressed at the steering group, stating that if a junior stalls his or her engine, or leaves the kart

seat, their race is over. The Kart Committee is to examine this matter at its March meeting.

**Control of Karting in the UK:** Steve Chapman was invited to present his information at the next meeting.

**Bodywork Guidelines:** It has become apparent that N.14.15 and other regulations referring to the use of the '08' new 2003 CIK bodywork is being interpreted in various ways. The MSA have issued a guideline document. The ABkC are permitting the mounting of transponders on the back of the seat in the CIK approved fashion, but noting that this may put the driver at a disadvantage if he/she crosses the finish line together with a kart having the transponder mounted further forward.

**MSA Permit Approvals:** Several clubs expressed surprise about the new wording in the MSA Permit Approval letters – “in issuing a championship permit, no approval is either given or implied.” Colin Hilton said that with 4,800 event permits and 500 championship permits to issue, it is impossible to read every word in the submitted regulations, but assured clubs this wording does not in any way affect their insurance cover.

**Club insurance:** A discussion on club practice day insurance was held at the steering group. In the end, it was agreed that clubs must have insurance cover to the extent that makes them comfortable, but clearly need insurance to a similar level to that provided by an MSA permit. Many clubs offer personal accident cover to officials/marshals to a similar level to that of the MSA.

**W.60 Cadet Regulations Amendment:** The MSA are issuing the following:  
“Engine lubricant must be a synthetic oil meeting the requirements of the JASO FC standard to ensure that the engine exhaust emissions meet the standards set down by the MSA  
. ‘JASO FC’ is to be clearly marked on the lubricant container and is available from the

majority of oil product manufacturers.” Clubs and scrutineers should note that kits to check for the presence of castor in the fuel are available from ATOL.

**TKM O Plate** – This will be at Llandow on 13 June. Other dates are available on the ABkC website, [www.abkc.org.uk](http://www.abkc.org.uk)

**World Formula** – The ABkC tyre testing for the 2005 World Formula class will be carried out in the summer, and any tyre manufacturers or importers wishing to submit tyres should contact the Secretary. ([secretary@abkc.org.uk](mailto:secretary@abkc.org.uk)) . The ABkC is also seeking someone to carry out the testing.

**InterNations** – with a strengthened event management procedure, the hope is to run it in Scotland if a suitable date can be found. If not, it may be postponed until 2005.

**HSS Challenger Timing System:** A telephone list of those willing to help with problems is being prepared, and will be available from the ABkC Secretary.

**Class size survey:** Following a suggestion from a member club, a survey is being carried out to see how many race in each class at each member club.

**Publicity:** A suggestion has been made to supply every club with a dedicated ABkC notice-board so that ABkC news can be prominently displayed at the tracks. Comments on this suggestion please to the Secretary or Chairman.

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

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