

# ABkC News May 2002

Because the ABkC often need to consider regulation amendments on the grounds of safety, the group have asked the MSA if accident and injury details could be collected and made available. The MSA representative said ideally this would be for test day accidents as well. Meetings are to be held between the MSA and relevant parties on the newly published Cadet tuning guidelines. The MSA representative emphasised that the Comer engines must conform to the fiche. No-go gauges are only there to make initial checks and their accuracy must be confirmed. The MSA have issued a draft report on the Junior classes test day at Bayford Meadow where Junior Clubman Leopard was found to be significantly faster than the Formula Junior TKM benchmark for 11 year olds. The MSA is still considering its response. The ABkC expressed concern about the relative faster speeds of that and other new classes and urged action. Some suggestions to have inlet and exhaust restrictors and a minimum squish with simpler tuning regulations were put forward. The MSA is setting up a small working party to help it make a choice from the half dozen engines put forward for the official Cadet class for use from 2004. Emission, power and noise testing will be carried out. The MSA were again urged to add a novice category to licences plus birthdate, maybe only for under-18's. This is to help competition secretaries at signing on time.

Clubs are being asked to try and ensure they have private areas in parc ferme for scrutineers carrying out engine and chassis eligibility checking. The amendments correcting and clarifying the several mistakes in this year's MSA Kart Race Yearbook have now been published in MotorSports Now. Also published are new regulations which are being sent to Council for ratification and will come in to force on 1<sup>st</sup> July. There is an error in the flat top steering wheel proposal, the maximum protrusion from the steering wheel of a device (rev or lap timer) is a recommended 20mm, not mandatory. The words "must not protrude" will be changed to "should not protrude." The red flag stoppage regulation rewrite has now been withdrawn. A meeting between the MSA and Ratpro to sort out the anomalies between the Kart Race Yearbook (the "Gold Book") and the official Honda regulations for the Super Two has been set up. A rule to allow some data logging in Comer Cadets, at minimum allowing rev-counters and lap timers, and bringing the class in line with TKM is to be proposed in time for a 1<sup>st</sup> January 2003 implementation. The MSA stated that they will bring in a new regulation to allow data logging in all classes unless the class regulations state otherwise. Of course this does not permit modifications not allowed in the class regulations. The Kart Sporting Committee chairman said he has asked his committee members to think about bringing in new generic classes to amalgamate classes and try and put a stop to the proliferation of new classes. For instance there could be a 125cc 2-stroke ClubSport class, and an up to 200cc 4-stroke class. Opinions are invited.

RAF MSA and Trackside Karting Clubs were welcomed into membership of the ABkC, making a total of 31 clubs for 2002. Racing for Buttons has produced an excellent leaflet for use at Rowrah, and with at least two other clubs taking up the scheme, other clubs are urged to contact Malcolm Fell for details. ABkC may help by making a promotional video, as suggested at the AGM. It was noted that the GP plates will be awarded at Trent Valley's Kartmasters this year, and although the computers may not be able to show this, it must be shown on entry lists and the karts. Various problems with reliability and support on the Challenger lap scoring system were highlighted and an ABkC representative will be seeking a meeting with HS Sports. The use of the Kart Control Board/ARKS Pro-Racer cards was explained to the group. If a driver in a participating non-MSA race collects eight signatures, four of which must be for outdoor circuits, they may apply for a MSA competition licence without taking the ARKS driving test. The driver must still buy the Start Karting Pack, have the briefing and take the written test with an ARKS Examiner or Instructor.

The association has commenced a review of the tyre choices in each class, to see if there is a need to ask the suppliers to change the type to a harder or a softer slick, or a softer or more durable wet tyre. No significant changes will be introduced until 2004. The specialist gearbox and direct drive sub-groups are carrying out the review in the time between meetings.

Still on tyres, some circuits are finding difficulty in legally and economically disposing of used tyres left behind by competitors. The BKIA have been asked to investigate the problem but championship organisers may be forced to introduce supplementary regulations forcing competitors to take their used tyres with them.

Manchester and Buxton Kart Club were granted a waiver on control fuel by a majority decision for the gearbox O Plate, but only for 2002. A new deal has been formed with ATOL for TV and winners trophy support at all ABkC O Plate meetings using control fuel. Any club wishing to hold an O Plate meeting in 2003 should have applications with the secretary by 5<sup>th</sup> July in time for the next steering group meeting.

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