

ABkC News October 2001

The ABkC Steering Group had a long and tiring meeting discussing changes for the 2002 Kart Race Yearbook – the “Gold Book” – and allocating the 2002 ABkC O Plate meetings. A summary of changes appears below. The Steering Group received an update on the Kart Control Board plans, where there were mixed views on the likely effect on MSA club racing. The group were concerned about proposed changes to red flag race stoppage procedures and have written to the MSA accordingly. The MSA Kart Sporting Committee are seeking changes including calling a race over when 50% or more has been run, instead of 75% as at present. The group felt this could mean races being unnecessarily short if halted by a red flag. The MSA have no formal solution to the problem of putting a novice signature on a licence, if the novice is a junior racing the day after taking the test and has not yet physically received a licence. Competition secretaries should advise such novices to get a signed note from the MSA Steward in lieu of a signature.

2002 O Plate allocations

The 2002 O Plates were allocated as follows:

TKM Classes to Sherington on 30th June on the basis of timed qualifying, three heats and a long final;

Rotax Max and Rotax Junior UK along with Honda and Comer Cadet to Clay Pigeon at a date to be decided;

Gearbox O Plates to Three Sisters with Manchester & Buxton Kart Club for a three year period;

Formula A, ICA, JICA, 100 National and 100 National/165 to Rowrah.

Insurance cover

The MSA was asked about the terms of insurance cover for officials and scrutineers, especially if they should damage a helmet or engine. The MSA confirmed they are covered from the time they leave home to the time they return, so long as they go directly to and from the track. Club insurance cover must be used to cover items in transit however. A working group has started an initiative to form a club-led mutual insurance group, giving cover to drivers and officials/marshals for a small extra fee on the entry. They now seek kart club support and a letter is enclosed to clubs explaining the situation.

Honda

A new type Honda GX-160 engine is reported to be in use. At the moment it is permitted in the Honda Challenge and the Honda regs will be modified to fit the changes.

InterNations

England won again at the InterNations, hosted by St Athan Kart Club at Llandow. The finances of the meeting were jeopardised by a pull out from the Northern Ireland team but NIKA have made a generous donation to St Athan. NI was short of drivers due to a clashing Eire meeting, and the change in class from JICA to Junior Rotax. The ABkC have nominated Steve Chapman, Steve Clayton and David Walsh to agree the way forward from 2002.

Braga

The ABkC supplied free sets of team clothing to the seven British licensed drivers entered in the CIK European ICA finals at Braga. Congratulations to Sam Quinlan, the only one of them to get into the finals.

AGM

The ABkC Annual General Meeting will be held at the Donington Park Farmhouse Hotel, on Saturday 17th November, open at 1.30 p.m. for a prompt 2 p.m. start. Refreshments will be available. The hotel is situated on the right a little after the paddock entrance to Donington circuit. Resolutions for discussion should be sent to the secretary, and nominations for the post of Chairman and the other officials and elected members of the Steering Group are invited. Steve Chapman has indicated he will be standing down as Chairman and we are sure the AGM will wish to thank him for his eleven outstanding years at the helm.

Summary of Gold Book changes for 2002

The box structure table at the beginning will include references to classes not currently in the book, but which could possibly be included in future editions. For instance the new **TKM 4-stroke** and the Junior and Senior **UK Clubman and Europa Class A** are added in this way. Some way of permitting the new higher CIK front bumper for direct drive classes will need to be added somewhere in MSA regulations.

Cadet rear bumper regulations have minor clarifications to ensure the lower rail is to be secured at all times if bolted in, and the already published amendment to allow CIK style front fairings and bumpers is added. A slight amendment to allow changes of plug caps to the suppressed type is incorporated. A reference to the MSA engine measurement techniques is to be added, which will cover many of the items originally as ABkC rules published up to the 1999 book.

For classes that use the **Bridgestone YEJ** wet tyre, it will be made clear that only the K0 or later type tyre is permitted.

JICA will come more or less into line with CIK regulations including the use of the 18mm restrictor. At the time of writing the CIK have not yet decided what sort of tyre the Juniors will race with so the slick choice is not yet finalised. It will continue to be a Bridgestone, but possibly not the present YEQ nor the YGB used in ICA. If it is a new tyre, it will only be available from 1st March 2002.

In **TKM**, it will be mandatory to have all ten fin rubbers fitted to the engine head and cylinder, as well as heatproof webbing wrapped around the flex. This will give a worthwhile decrease in noise output. There are other minor alterations.

Formula A Dunlop slicks will change to the new CIK DBS type and the wets to KT8.

As foretold in this year's edition, CIK style bodywork becomes compulsory for the 125 gearbox classes, when in short circuit trim.

The **Europa** class owners have put forward for MSA approval their new Class A, using the Motori MC Bat engine and Topkart chassis. The current regulations will become their Class B, using the obsolete Gilera engine.

The Rotax 257 in 5-speed form will be permitted in **250 National**.

In what will be the last year of **250 International**, the references to CIK have been removed, to be replaced with standard MSA regulations. Seeded drivers from this class will use 01 through to 09 to distinguish them from 250 National.

The weight in **250E** increases to 210kg with no separate long or short bodywork differences. The Rotax 257 may be used in this class. The replacement crankcase manufactured in France by F.P.E. for the 256 is permitted.

A new set of **Junior Gearbox** regulations has been drafted for ABkC clubs and championships, incorporating the registered Honda CR80 engine. It must be used with a control exhaust pipe, and the 28mm Kiehin carburettor as registered with it, whilst the TM will continue to use the Mikuni 32mm carb. Tuning is restricted with a maximum head volume of 8c.c. and total exhaust opening of 195 degrees. Slight modifications may be required to existing TM cylinder heads to comply. It is hoped the changes will lead to greater numbers in the class. To alleviate any fears of one of the engines dominating through 2002, the Super 4 will be permitted to introduce restrictors to equalise performance.

The gearbox **silencer** requirements will now allow for oval shaped mufflers by specifying a minimum cross-section instead of a diameter.

The **Honda Challenge** is now incorporated as an ABkC championship, called the Super Two National Four Stroke Kart Championships.

ABkC will state that **secondary brake cables**, which must be used for all classes from 2002, must be a minimum nominal diameter of 1.8mm.

No more water cooled registrations for **100 National** will be permitted after the end of 2001. Currently any newly registered water cooled option must have a thirty day period, when its pending registration will be publicised, before it can be used. MSA have approved the Rotax R-100 DS-E-R in water cooled format as R-100 DS-F-R/LC and ABkC have accepted it for 100 National, to join the Parilla, Comer and Italsystem. The situation with the application for the Fox MC20V is still to be resolved.

Transponder fitment regulations have been amended at the request of the MSA. From 1.1.2002 the transponder must be on the left side of the kart, between 290mm and 390mm back from the line of the front axle (Cadets 240mm to 340mm). This applies to all karts, so gearbox drivers that hang their transponder on the seat or rear wing will have to find an alternative position.

It will be made clear that **fire extinguishers** must be kept in the competitors pit area at all times, ending the practice of everyone taking their fire extinguishers to drivers briefing, and putting the paddock at risk.

Clubs are asked to amend their Supplementary Regulations if necessary, so that **only one set of slicks** per competitor are permitted during a race meeting.

Congratulations to all new champions and seeded drivers. Thank you to all the clubs who ran ABkC O Plates and championships. At the time of writing, the following results were known (some provisional)

Formula A – Hill House Hammond MSA British Kart Champion: Chris Rogers

ABkC 100 National – No 1 Tom Wilson

MSA British Cadet Champion 1. James Calado, 2. Adam Christodoulou, 3.

Jordan Oakes.

O Plate winners: Junior Gearbox – Frank Wrathall, 125 Open – Noel Brennan,

250 International – John Riley, National 125 – Carl Millington, 250 National –

Gavin Bennett, 210 National – Charles Morris, Formula TKM – Chris Lamare,

Formula Junior TKM – Daryl McDonald, Junior Intermediate – Benjy Russell,

Rotax 125 Max – Dan Hazlewood, Junior Rotax UK – Tom Atwill.

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