

# ABkC News October 2003

## **Annual General Meeting: 29<sup>th</sup> November**

It would be very helpful if every club could be sure to send a representative to the AGM, which is again being held at the International Kart Show in Telford. Refreshments are available from 1.30 pm for a 2 pm start time. Parking is free at the multi-storey car park just across the road and entry to the show is not required for the upstairs room we shall be using. Agenda items are needed in writing, as are steering group nominations to the secretary for the following posts (the current occupants are shown):

**Chairman:** Russell Anderson

**Secretary:** Graham Smith

**100cc Technical:** Neil Hann

**Class One positions (3):** Gary Parker

Alan Bryant

Nigel Edwards

**Cadet Technical (1):** Paul Klaassen

**Gearbox Technical:** Derek Price

**Gearbox Positions (4):** Mike Coombs

Malcolm Fell

Simon Goodfellow

Steve Clayton

**Chairman's Meeting:** There was a very poor response to the idea of holding a special meeting for club chairmen to discuss current issues. If anyone is still interested, please contact Russell Anderson on email [chairman@abkc.org.uk](mailto:chairman@abkc.org.uk)

**Marshal of the Year Award:** The MSA and Alexander Forbes are again sponsoring a Marshal of the Year Award. This year the ABkC has been invited to send in a nomination, so could any club interested write to me by the end of October with their nomination and a

background summary for the reasons behind the nomination. Club of the Year award nominations should have been in by 1<sup>st</sup> October.

**2004 ABkC O Plate Meetings:** A vote decided the locations of the Association's 'O' Plate meetings in 2004. There were several applications supported by brochures and presentations for the popular Rotax classes, the right to hold this was won by Warden Law. Note that this will include a Rotax Max/175 official O Plate for the first time. Whilton Mill will again hold the Cadet Jamboree. This time the WTP class will be an official ABkC O Plate, and the Comer class title will move from the S.60 to the W.60 engine. The 100cc classes, Formula A, ICA, 100 National and JICA will go to Rowrah, along with Junior Gearbox. The rest of the Gearbox will return to Three Sisters, with Manchester & Buxton KC at the helm. Lastly Llandow will host the TKM 2 & 4-stroke classes along with Honda Senior and Junior.

**ARKS Tests:** May increase with VAT added in 2004.

**Junior Pushers:** Further discussion took place on replacing Junior Pushers in 2004.

The MSA representative confirmed that marshals at kart events will not necessarily have to be on a marshals register or show they have had training. However voluntary training of marshals and the use of trained experienced people is preferred. Inexperienced people should be 'buddied' with experienced marshals. The ABkC is asking clubs to extend marshals training to volunteer fathers and mechanics who are willing to go on the track during junior races, if required, and assist with incidents. They will have to be strictly controlled, stand in marshals posts or behind barriers. Any additional refuge or marshal post must be agreed in advance with John Symes at the MSA. Clubs should send a register of names of those who have received training to the secretary so it can be shared between clubs. **A briefing must** always be held at each event before issue of tabards.

**2004 Regulation changes:** Council has approved a stay of execution for the **black and yellow quarter flag** for use only in kart racing. They have also approved a regulation permitting the use of the new **2003 CIK bodywork** in all relevant kart classes, so long as it is used on a kart designed for the purpose, and used in its entirety. It was reported that the CIK are planning to introduce, sometime in 2004, a new plastic rear protection system. The CIK will allow new 100cc engine homologations for 2004, but regulations remain identical to now, e.g. no water cooled JICA, although on-board starters are an option. WTP Cadet and TKM 4-stroke class regulations will be put in the Kart Race Yearbook (Gold Book) with ABkC affiliation as will the Rotax/175 class. But WTP will not have an ABkC championship in the Super 1 although it is expected that Mills will provide a similar series to 2003. Europa B will come out of the book, as will some other classes. Europa A is hoping to run with the Super 4. The class weight for the new MSA Comer Cadet W.60 class will be 97kg. Synthetic 2-stroke racing oil must be used with this engine, and ATOL are able to provide a test kit for clubs to check compliance. A cost-effective upgrade is available from Zip for those with the current S.60 engines.

The special waiver to allow the use of the older bodywork on 2003 homologated chassis in Formula A, ICA and JICA will come to an end, meaning that those karts in these classes must use the new bodywork. **In Rotax**, clubs will have the option to keep the engine logbooks during the meeting, but if they are not retained by the scrutineers they must be available for inspection at all times. The earlier suggested changes to a fixed fuel pump position is not being incorporated. Specified spark plugs are only likely in the Max Challenge World qualifiers. An external fuel filter will be allowed. In **Junior Rotax UK** the tyres change to Vega SL8 and Vega W2, marked JAG of course. In **MiniMax** the restrictors will be changing. **100 National** will allow the 2001 – 2003 inclusive Formula A rotary valve engines. Changes to be the TKM classes have been separately announced by Tal-Ko. The MSA has chaired a meeting to start to establish a criteria to judge the performance of junior classes, especially those aimed at 11 year olds. The criteria process is continuing through 2004.

In **250 National** the Rotax 257 will now be allowed in 6-speed form, in short circuit only, unless championship regulations specify otherwise. Five speed engines homologated for Superkart Division 2 up to 2003 are permitted in the class. Magnesium is not permitted in the carburettors. In the **210 class**, the weights are increasing to 190kg long circuit trim and 185kg short circuit trim, and the KT8 wet is permitted. Juniors will be permitted to move into the 210 or 125 classes in the year of their 16<sup>th</sup> birthday, so long as they have a National A licence and have competed in Junior Gearbox. The recently discovered error in the silencer regulations for **Junior Gearbox** have been removed and a reference to the common regulations in Appendix 3 added. The cut-off valve in the carburettor is now specifically permitted to be changed, but note all parts must be from the carburettor manufacturer. The wet tyres change to Dunlop KT8's as do those in 125 ICC and Super. A late change in **125 Super** (which replaces 125 Open) is that the class weight will remain at 175kg, and not reduce to 172kg.

This was done after listening to driver feedback. Reed or rotary valve engines are permitted and tuning is relatively open. The slick tyres will change to Dunlop SL4's in both ICC and Super, but championships will have the option to use a softer tyre in the Super class.

In **ICC** (which replaces National 125) the class weight will be 182kg, the carburettor must be the Dellorto 30mm VSHS (standard version) and the head volume to the top of the cylinder head is maximum 11cc (13cc using the approved insert and CIK method of checking.) Engines must be the reed valve type. Anyone purchasing a 2004 homologated engine for use in this class must use one on the CIK ICC list.

**Appendix 4** has some additional regulations for ABkC clubs. Anyone found using tyre softeners will be banned for a minimum period of a year. A note that the Blue Book J.14.1 allows pitting for repairs is added, as is a final grid scoring points high system, as an option to the current points-low system.

**Competitor's Entry Forms:** Contrary to the statement in the July News, the MSA say there is no need to have a reference in entry forms to the ABkC regs, so long as they and the Kart Race Yearbook regulations have a proper reference in supplementary or championship regulations.

The ABkC has been planning the introduction of the **CIK World Formula** in the UK. This is a low cost formula using CIK controlled 15 bhp four stroke engines fitted to registered kart chassis with a one make control tyre. Initial tyre evaluations will be conducted by the ABkC soon using engines already homologated by the CIK and mounted on CIK registered Mondiale chassis. It is likely that a national series will be run as part of the Ratpro package of four stroke championships in the Super 2. Tyre importers wishing to submit tyres for evaluation should contact the ABkC Secretary. The Steering Group noted that new engines with tamper-proof seals are required in Honda Cadet for 1<sup>st</sup> January 2004. They noted some concerns from parents and traders, but as this is considered a commercial class took no action. They noted instead of an exchange engine deal, those who have purchased engines this year can have a £65 discount against a new motor, and traders may be able to have unused stock replaced.

Many of the draft 2004 Gold Book regulations are available on the [www.abkc.org.uk](http://www.abkc.org.uk) website.

Clubs should immediately send their **2004 dates** to Paul Gladstone for inclusion in the Gold Book. ([paul.gladstone@tiscali.co.uk](mailto:paul.gladstone@tiscali.co.uk))

**O Plate Winners:** To date the ABkC O Plate winners are, congratulations to them all:

Honda Junior: Chris Evans

Honda Senior: Paul Saunders (provisional)

Honda Cadet: Jordan Chamberlain

Comer Cadet: Will Stevens

Junior Gearbox: Matt Passenger

National 125: Peter Mitchell

125 Open: Nick Smith

250 National: Mally Witts

210 National: Graham Payne

Rotax Max: Chris Lamare

Rotax Junior UK: Adam Christodoulou

Rotax MiniMax: Adam Christodoulou

England won the **InterNations** at Rowrah.

**2003/4 Seeded Drivers:** The lists will be posted on the ABkC website when results are final. Please remember there are no ABkC seeded numbers on offer in MiniMax as it is not an ABkC championship this year. It will become so in 2004. For 2003/4 the numbers come from Stars. Congratulations to the new champions:

Formula A MSA British Champion: Gary Catt

JICA MSA British Junior Champion: Riki Christodoulou (provisional)

ABkC ICA: Jason Edgar

ABkC 100 National: Justin Edgar

ABkC Cadet: Oliver Rowland

ABkC Rotax Max: Daniel Faulkner

ABkC Rotax Junior UK: Callum MacLeod

Super 1 Rotax MiniMax: Craig Copeland

Stars of Tomorrow MiniMax: Adam Christodoulou

MSA British Cadet Champion: Richard Bradley (provisional subject to appeal)

Junior Gearbox: Tom Hibbert

National 125: Carl Millington

250 National: Mally Witts

250E: Paul Kennings

Next year the Formula A, ICA and JICA in the Super 1 is to be sponsored by Renault joining Elf and Hill House Hammond, with some great new prizes.

**HSS Challenger Weekend Support:** A list of mobile contact numbers of 'experts' is going to be publicised to member clubs, in case of need during races.

**BKIA:** The new administrator is Paul Gladstone.

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

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