



NEWS

December 2012

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

Secretary - Graham Smith:

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Annual General Meeting Report

There was a great turn-out with 16 clubs represented at the ABkC's Annual General Meeting held at Donington, and 32 people present. The MSA's Rob Jones had fully expected to attend but at the last minute had to send apologies.

Chairman's Report

Chairman Russell Anderson reported that 2012 had been an equally difficult year particularly with the economic situation, and the work carried out by the steering group was fairly tireless representing clubs and sitting on the various MSA committees. For next year the Kart Committee will be joined by the Kart Sporting sub-group to try and ease communication, but Anderson foresaw this would be slimmed down. He said the ABkC would continue to ensure that decisions are correct for our sport and believed firm negotiation is the only way forward. He does see a softening of some of the attitude of the MSA though, but battles will no doubt continue. He thanked Peter Catt and Martin Collard of the BKIA for setting up the insurance scheme for teams and traders, and we strongly recommend clubs ask teams to make use of it. He said we will continue the battle to ensure our rights for our national championships and said he had had an assurance from Colin Hilton (Chief Executive of the MSA) that our role will continue. We are in the midst of a legal review instigated by the ABkC on the tyre choices, especially for the TKM and Rotax classes which are put forward by Tal-Ko and JAG. Legally we are advised we cannot separate these out of our tendering and review process. A junior barrister is doing this as a case study then it will be reviewed by a senior barrister. Our costs will be limited to £1000. We are setting up a small working group with the MSA to review the tyre choices, which will meet early in 2013. He went on to highlight that IAME Cadet and the other Cadet classes are the hot topics at the moment and IAME is about to hit the clubs with racing from January, we await to learn the impact of this. Part of the deal was to slightly slow the Cadet class down and he urged clubs to ensure their competitors understood this and took the necessary action. For Honda Cadet which is an ABkC class, we have organised the 16mm restrictors, thanks to the work of Kelvin Nichols and the help of Martin Collard at Dartford Karting. Kits can be made available to clubs on sale or return. The ABkC has concerns that a certain non MSA championship and some circuits are saying they are not going to use the restrictor and urged them to re-consider. The gearbox group have advised the MSA on the way forward for the engines in our 250 National class. We congratulate the Super One on winning the British Championship contracts and thank FKS for their past work, we have sent a message of thanks. The MSA have tasked the ABkC with choosing the promoters for the IAME and Cadet O Plate meetings, although we do question the wisdom of having any special plates in Comer. Anderson said he recognised the achievements of all clubs in these difficult economic times and asked clubs to keep up the good

work. He singled out Trent Valley and Shenington for special mention, the former for their success with the European CIK championship and winning a World round in 2013, and Shenington for the accolade of JLT/MSA Club of the Year. Sitting on the CIK Commission as he does, he said Britain's drivers, championships and clubs are the envy of many countries. His message is that there is no magical solution but said the activity has held up very well, and to stay prudent. He asked everyone to talk up the sport, don't give out doom and gloom. The CIK seems to go round in circles, but maybe there is a bit of calm ahead. The WSK has been appointed as the promoter for CIK events and Jean Todt has asked that the cross border racing Article 18 rule be re-visited for changes in 2014 after he attended an emergency visit of the Commission. The Steering Group will ensure our competitors can continue to race with the same regulations and tyres at every club, he thanked the members of the steering group, and especially Graham Smith as secretary.



Secretary's Report

In his secretary's report, Smith thanked everyone for attending, and said as requested a lunch has been organised this time. We had 32 clubs in membership this year compared with 34 the previous year, although that might reduce slightly next year. The clubs reported a total membership of 4749 against 4683 in 2011 although licences are a little down again at 4520 for 2011 and 4153 at the end of September. The number of events and participation has held up well, according to MSA figures. We thank the clubs for their continued support of the association. Applications from clubs for the O Plate meetings were very disappointing, although Cumbria has made a big success of holding a major televised event for most of the classes and will do so again. Shenington held the gearbox O Plates and will do so again, the 125's at a Super One event, whilst Honda Cadet will return to its roots at Buckmore Park after having been part of the Rowrah extravaganza this year. We await to see if there is sufficient interest in a KF2 O Plate next year, it is offered along with KF Junior at Glan y Gors. The three round series held last winter was not a great success. We have issued three newsletters to keep the clubs informed of developments and proposals and worked hard with the MSA on the various committees, including the new Kart Committee.

We exhibited at the Autosport Show in the new Kart Pavilion organised by John Hoyle and will return in January. A new pop up banner will hopefully attract potential karters in to see us. We didn't have a stand at KartMania although the Northern Karting Federation had our banner and represented us, there just isn't enough volunteers prepared to man the stands. In any case many clubs are at KartMania. The new club development fund is now available for applications from clubs. After the AGM the steering group took a vote to decide on the placement of the IAME and Comer Cadet O Plate meetings. The result was that Trent Valley will hold the IAME O Plate along with the CIKFA World Championship on 1st September, and the Comer will join with Rotax and TKM at Rowrah on 28 April. **Please note the KZ2 O Plate meeting has changed to 12/13 October, still at Sherington, along with some other S1 date changes due to the late confirmation of CIK dates.**

Treasurer Report

The Treasurer's report showed that there was £33823.74 funds in hand after disbursement of the tyre prize fund as at 31 October, and the club development fund will amount to an initial £4042.50. The full annual report is on the website.

No vote was required for the steering group, Colin Lipscomb from Llandow being a new and welcome member. After the meeting Rob Dodds from Forest Edge and Martin Bean from TVKC were co-opted. Russell Anderson and Graham Smith remain as Chairman and Secretary.

Open Q&A

After the official part of the meeting was over there was an open discussion, the first item being about driving standards and penalties, everyone knowing something needs to be done about the bad behaviour, bad driving and bodywork damage. Nigel Edwards explained that Council have voted to continue a trial without penalty points but the MSA will be putting round a very strict penalty code, and there will be no deviations allowed. Rightly or wrongly he said some Clerks would have liked some discretion, but that will not happen and drivers will not be allowed to appeal the penalty. The MSA would like the new penalty sheet to be widely publicised by clubs. Sherington said they planned to have a page in their programme so all could see, and others said they would put on the noticeboards. It was also suggested that the penalty datum sheet should be sent out with licences. He said this can work without points, drivers with continual penalties can be further penalised with loss of licence by the National Court. All clubs will shortly receive a letter from the MSA.

The Honda restrictor was the next topic. It was said that there had been a period of uncertainty but now the news that restrictors are available has alleviated this although there was only 3 weeks until the regulation takes effect. Russell Anderson said the ABkC had concerns too but the MSA wanted to slow down the whole class. Kelvin Nichols said the MSA made the announcement on 14 November and that gave little time but the restrictors were on sale by 6 December. Initial tests showed they slowed the class down by 3 – 5 tenths and there will be a review by 1st March. The new Honda engine regulations version 8 will soon be put on the websites and the Honda Junior class will also use the 16mm restrictor instead of additional head gaskets.

The next topic was about the proposed and recently publicised non-MSA Honda Cadet series. Llandow club confirmed they had now received a championship permit for Honda Junior, Senior, Cadet and TKM 4-stroke but not until well after KartMania. It will run at five venues with six rounds. The delay was part of the reason why Martin Capenhurst decided to organise a non-MSA series. Martin was asked to run the non-MSA series with the official restrictor and he said he would

take the suggestion on board. Llandow club also asked for an explanation of why the ABkC did not grant them the Honda Senior seeded numbers, the answer was there had been a free vote, and also later it emerged that Tyro series may not be eligible to award numbers.

Next concern was raised that the British drivers at the Rotax Grand Finals did not appear to be wearing any official team wear unlike other countries and the question was asked if the ABkC could purchase suitable team wear. The meeting was informed that all the drivers were issued with official 'British' race suits purchased by JAG but they were late in arriving and some chose not to put them on. JAG were said to be embarrassed and disappointed and next year drivers may have to sign contracts agreeing to wear the official suits and team wear. T-shirts were also ordered but failed to arrive in time. The meeting strongly felt that drivers should appear as a united team and George Robinson said he was heartened by the support.

Another club asked why Comer Cadet drivers will not be issued with seeded numbers in future. It was explained that it had originally been the intention of the MSA not to have a championship for Comer but it seemed a last minute decision granted them a three year national championship but no numbers. Some of those present felt the drivers should be allowed to win numbers.

The last topic was about insurance for teams. John Hoyle said that teams registering for the Super One in 2013 will have to have public liability insurance. The BKIA have now got a good scheme starting at a premium of only £500. Commercial teams really ought to have insurance and it is the ABkC position that it is strongly recommended. It was agreed that all clubs be circulated with a suitable pro-forma for them to ask teams attending practice and race meetings whether they have insurance.

TAG Heuer Presentation

David Jones of Sport Timing Services representing TAG Heuer UK gave a presentation on the developments in transponder timing systems. Such things as live timing and results to the net have been well received from FKS and Super One, along with sector timing. Also available are speed traps, digital photo finish camera at 10000 fps and in the future a membership database, a central results database and social media integration. His goal is to make a difference and offer a reliable timing system, with solutions that last and work on the latest computer platforms with dependable customer support. Answering a question he said that MyLaps/AMB were resisting MSA attempts to participate in making the two systems compatible. Prices for a basic system without sector timing start at about £6000, with transponders costing about £200 each or about £6000 for a box of 34. There are monthly fees for hosting the results, software updates and technical support. The good news was that the system is now compatible with UK Karting ERS system, so results from the championships can resume on there.

The meeting closed with Russell Anderson thanking everyone for their attendance.

Seeded Drivers

The lists of approved seeded numbers for drivers are listed on the ABkC website, under Seeded Drivers. Only these plus the C and S plates are permitted to be used at clubs, except that clubs who have approved special plates issued locally can of course use these but only at their own club.

Membership Renewals

Could clubs please use the 2013 Membership form to renew their memberships as soon as possible please. Thanks to all those who have sent in their renewals.

(Editor Graham Smith, email secretary@abkc.org.uk)