



NEWS

July 2013

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July Steering Group Meeting

The ABkC Steering Group held its June meeting and had a lot to discuss, mostly regarding next year's regulations.

CIK Matters

Chairman Russell Anderson reviewed recent CIK proposals, some of which now need to be ratified by World Council. Homologation of the 2014 tyres will include longevity tests, probably 250km for Option (previously 'Hard') and 150km for Prime (previously 'Medium'). There is also a new test procedure for kart suits, and several facilities offering the tests on material. Regulations to mandate against inserts in KZ inlet tracts will come for 2014 and the crankcase is confirmed as only to be in two halves, either vertical or horizontally split. No appeals will be allowed from timed qualifying penalties in CIK events with immediate effect. The CIK is still offering to accept submissions from ASN's regarding the rules on Article 18 – these are the ones that restrict young drivers without International licences from racing in other countries. He also noted that International C licences for drivers in cars, other than off-road, will not be given to anyone under the age of 16 by the 1st January of the year of application.

MSA Class and Championship Updates

We are awaiting the MSA decision on introducing new classes, but the ABkC Steering Group was concerned that the MSA could accept new classes regardless of the impact on the market place. It probably means just a dilution of existing classes to fulfil seats in the new classes. The MSA has asked the ABkC to promote the MSA National Championships (with the exception of the MSA National Comer Championship) until the end of the 2016 season to ensure stability during these transitional years. The MSA will then go out to tender during 2016 for the promoters of the National Championships. It was confirmed by the steering group that the Super One Series will continue to promote these ABkC National championships during that period. And the Cadet tyre will also continue unchanged for the same period, and will be homologated by the MSA from 2014.

Congratulations

It was noted with pleasure the appointment of Kay Oberheide as CIK General Secretary. Nick Stanley of CovKartSports has been awarded an MBE for services to karting and received hearty congratulations from the group for this honour.

Shows and Publicity

Secretary Graham Smith noted we had a presence at the British Schools Championship final at Whilton Mill and that Shenington KRC, Superkarts, Karting Magazine and Kartmania would be representing karting at the MSA Go Motorsport event at Silverstone. It is proposed to have a one stop information centre at this year's KartMania show, where ABkC, ARKS, BKIA, MSA and Karting Magazine will all be

involved. However there are some costs of the stand to be covered. MSA Academy drivers will be on a rota to help and encourage new and existing kart drivers. The Autosport stand is booked again as well.

Championships discussion

A father who invested in IAME engines has complained about the low numbers in some club races, possibly due to so many championships on offer in the class. This led onto a wider discussion about whether championships that go round the clubs should be restricted in some way, possibly to National B drivers only, so to free up National A drivers to concentrate on the premier national and British championships. Also discussed was whether the National and British championships should not have to compete with inter-club or single event championships for the same class on the same weekend. It was thought that the lack of any restriction on round the clubs championships is actually having the opposite effect of the intention to increase club numbers, as many clubs are reporting that drivers are not having time to practice at club meetings any more.

Club Matters and Timing System

It was noted that a new timing system is being marketed, Alpha Timing Systems, so along with Apex TAG-Heuer and MyLaps Orbit there are at least three choices open to clubs now. There are thirty clubs in membership and over £30,000 in the bank. Several clubs had applied for club development grants and those that were successful in getting £500 each were:

Llandow KC for marshals apparel and trolleys; Lincolnshire KC for assistance to purchase the ex-PFI timing tower; Camberley KC for assistance with a track extension (subject to seeing evidence of the work in progress) and Jersey for a contribution to a new timing system – only to be paid when the system is ordered.

MSA Technical / Bambino / Cadet & Safety Presentation

The MSA representative said the press release on the decision about Bambino tyres and engine is nearly ready to go out, the implementation date has been put back though. It was noted that Llandow are planning a Bambino Festival on 28th September. Data has showed the three Cadet classes are extremely close on times, and no complaints have been received. A discussion on standardising the position of OFF switches on kart engines for each class, and publicising to marshals is underway. Driver and class weights are also being looked at, especially for the Junior classes. The MSA has taken the lead by setting up a working party. The CIK is still being lobbied by the MSA to mandate on a thicker minimum axle size, although their current plan is to homologate on axle types taking into account the quality of steel. The minimum thickness will probably in future include the keyways. Definitions for the 'Core Classes' as mentioned in new

championship regulations, and revising the criteria for including a class in the Gold Book are under way. Invitations for the new 2014 Cadet Chassis homologations are about to be sent out by the MSA. It was noted that Andy Mellor of the FIA Safety Institute gave a very thorough presentation at the MSA recently, covering minikart bodywork, collapsible steering systems, high backed seats for Cadets/Juniors, neck braces and body armour (rib protectors). It is up to each ASN to decide on what to implement. It was noted there is no standard for neck braces recognised by the CIK or MSA and none in the pipeline.

Junior upper age change for 2014

Young drivers and parents should be reminded that from 2014 the upper age for juniors will come down a year to the end of the year of their 16th birthday. This was agreed last year and was highlighted in the November 2012 ABkC News. Since there was no adverse comments during consultation the regulation was approved by Council. The new U15.2.1 refers: "A Novice (14.1.2) Competitor may enter the Junior Class from their 11th birthday and continue until 31st December in the year of their 16th birthday." And although the minimum age for transferring to most senior classes has also reduced by a year to the year of the 15th birthday (15th birthday for 125cc gearbox, but remains 16 for over 125cc gearbox) for National A licenced drivers (U. 15.3.2), class regulations will take precedence and no classes have so far applied for a change to the current year of 16th birthday. The rule remains that once a driver moves up to a MSA senior class, they may not revert.

Regional Committee and Seminars

Nigel Edwards, the ABkC Vice-Chairman, reported on his attendance at Regional Committee. It had been noted that too few clubs are using the MSA website to put on their fixture list. The difficulty in getting experienced club stewards was discussed and he noted that the MSA Seminars for 2014 would be for non-licenced MSA officials. Clubs are urged to send their starters, club stewards and observers to the seminars for training updates. There was also some discussion about whether Clerks should start races rather than unlicenced 'Starters'.

Class Change Proposals for 2014

The ABkC received notice of any changes envisaged in the classes for 2014. JAG has advised there will be no changes. Tal-Ko are looking at some minor changes to the scrutineering of an engine, and are re-assessing class weights. The ABkC has been carrying out a review of all the tyres used in their classes, and the following conclusions were reached for 2014. There would be no changes needed for Rotax or TKM classes although some slight criticisms on the TKM wet tyre size and cost will be relayed onto Tal-Ko. Honda Junior and Senior classes will be permitted either the Dunlop or Bridgestone. For World Formula it is proposed to change the official tyre from Bridgestone to Dunlop SL3. The recommendation for KF Junior to the MSA will be for the Bridgestone YMH, the 'Option' tyre. Honda Cadet will continue to follow the IAME Cadet choice of Dunlop at least until through 2016. Assuming the KZ 125cc gearbox class continues to be the MSA British Championship in the Super One, the recommendation is to move that class onto the Bridgestone tyres, but for club level allow either the Bridgestone or Dunlop, probably the Option (hard) version. Both will change designations for the new homologations so there will be changes of tyres. For 250 National the ABkC will ask each of the designated manufactures (including Vega) for a single CIK homologated 'Option' tyre and those that respond can be included. So the class will continue to have a tyre choice. A working party is to discuss the new 250 National engines, with kit engines and parts. To ease the implementation for manufacturers, the MSA is allowing prototypes to race but for no points or prizes,

so long as prior application and approval is given. New air boxes are to be tested for the 450cc 4-stroke gearbox class. There is a preference for all classes to have mandatory noise reduction boxes with filters, except perhaps 250 National where there is a problem with carburetion. The KZ classes are in for some revisions in 2014. The club class, to be called KZ UK, will revert to allowing mix and match engines so long as all parts have been CIK homologated, and gears and exhausts will no longer be restricted to the homologation. That will apply also in the Super 4, where for both KZ and 250 National the licence requirement will be down graded to National B (but no novices). For the championship current KZ2 UK class regulations are proposed to be used in the Super One, engines will have to CIK homologated with all parts but it is to be recommended to the MSA that non-homologated chassis should be permitted. It is also strongly recommended that valve caps be fitted on gearbox karts, especially for long circuit. For 2014 the weights in long circuit 250 National will increase from 205 to 208kg, and from 205 to 212kg in the 450 4-stroke class.

Non Production of Licence

The MSA have extended the penalty trial to the end of 2013 and please note the recommended fine for non-attendance at drivers briefings is £50. It was noted with pleasure that the MSA have agreed to only one fine for non-production of both PG Entrant and competition licence, after much lobbying. The NKF was granted the rights to promote the Super 4 gearbox championships until the end of 2016. The BKIA asked that all official traders at ABkC clubs be only from BKIA members.

Proposed Yellow Flag regulation changes

Please note the following proposed regulation changes out for consultation until 16 August:

<http://www.msauk.org/uploadedfiles/regulations/RaceMay2013a.pdf>
<http://www.msauk.org/uploadedfiles/regulations/RaceMay2013b.pdf>
<http://www.msauk.org/uploadedfiles/regulations/ExecutiveMay2013.pdf>

Basically the stationary yellow is to be replaced by a waved yellow and the waved yellow by double waved yellows, to align with FIA regulations. If you have views send to raceconsultation@msauk.org for the flag changes, and for the appeal changes the email is to executive.consultation@msauk.org. Maybe the flag regs will need to be moved to the Karting section?

Club Membership Cards

Following representations from one club, all clubs are reminded they must put the year of issue on their membership cards please.

2014 ABkC O Plate Meetings

The ABkC invites bids for the 2014 ABkC O Plate meetings, to be lodged with the secretary by 20th September latest. One criteria is that finals must be at least 12-15 minute duration, some have been too short recently. TV coverage of some kind is highly desirable. It was put forward that clubs might bid for a Cadet Jamboree type of O Plate. Please do apply with all proposed details including dates, prizes and format.

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