



NEWS

October 2013

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

Secretary - Graham Smith:

“Stoneycroft” Godsons Lane Napton Southam Warks CV47 8LX Tel & Fax 01926 812177

From the September Steering Group meeting

This newsletter has a summary of the known and proposed changes in class regulations for 2014, please note carefully where appropriate. The ABkC Steering Group noted that the MSA has put on hold the proposed change in the lower age of Seniors and the upper age of Juniors. It should be noted that none of the usual classes planned to have a change in the lower Senior age anyway. The MSA are considering the introduction of minimum driver weights in the senior classes for younger drivers, but not until at least 2015. The new regulations on special number plates has come in, so only 1 to 10, 0 and GP are guaranteed in the British and National classes, others need to make application for MSA approval. It is thought that if the MSA approve a special plate it would only be allowed at that club or venue where awarded. The Scottish, Northern Irish and Welsh champions are accepted everywhere by the ABkC so it is hoped the MSA will follow suit. So relevant championship organisers and clubs concerned must now write to Cheryl Lynch at the MSA to seek MSA approval for 2014 use of special plates and numbers.

Steering Group Nominations - Important

Please remember to send in nominations for the 2014 Steering Group for the following posts: Chairman, Secretary (Currently Graham Smith), Direct Drive Technical Expert (currently Kieran Crawley), Gearbox Technical (currently Phil Featherstone), Cadet Technical (currently Paul Klaassen), and seven club representatives (currently Martin Bean, Steve Clayton, Rob Dodds, Nigel Edwards, Malcolm Fell, Colin Lipscomb, Alistair Parker, Kelvin Nicholls).

Annual General Meeting

The Annual General Meeting is to be held at Donington Park Farmhouse Hotel on Tuesday 10th December, starting at 11am. A sandwich lunch will be served. Russell Anderson has indicated his desire to stand down as Chairman, he is mightily thanked for all the work he

has put in on all of the clubs' behalf. Nominations from the official club contact are required by 26th November to the Secretary.

Insurance and Operator's Licences for teams

Clubs are reminded to ensure that commercial teams visiting their tracks do have appropriate public liability insurance and if the van or truck is over a certain size (generally 3,500kg gross plated weight) have an Operators Licence. More information on these, where the regulations have changed recently, are on here: <https://www.gov.uk/being-a-goods-vehicle-operator/overview>

RIDDOR, Child Protection

Other regulations that changed from 1st October are the RIDDOR accident reporting regulations, see <http://www.hse.gov.uk/riddor/october-2013-changes.htm> for details. The MSA will be suggesting that clubs review their Club Protection Policy documents and hold a briefing with all volunteer officials and marshals on at least an annual basis, so they are aware of the policy and implications. The Club's Child Protection Officer name and contact must be displayed at the club or venue, or in the programme.

New Classes

With the new classes coming along for 2014, clubs are reminded that in order to race these classes, or indeed any that is not in the Gold Book, the KTE MSA approval references must be put in the club's championship regulations or SRs. Otherwise no one competing or scrutineering knows where to find the appropriate regulations that the club is offering. At the meeting Llandow Kart Club were given approval to issue the ABkC numbers 1 – 10 for their Kartmania Honda Senior championship, and the same for 2014 to include Honda Junior. Tyro licenced drivers would not be eligible for a plate though. And of course this is subject to MSA approval since the class is not a designated National or British category.

Child Protection

Clubs are urged to send the Child Protection Officers to one of the seminars the MSA has organised in October and to send club stewards and race secretaries to the non licenced officials seminars that will be organised in the New Year.

2014 ABkC O Plates

The Steering Group held a secret vote to decide upon the 2014 ABkC O Plate meetings, based on the bids submitted. The outcome was:

- Cumbria Kart Club at Rowrah will hold the Rotax classes
- Rissington will hold the Gearbox classes at the Midland Championships
- Shenington will hold the TKM classes
- Buckmore Park will again host the Honda Cadet class
- Subject to confirmation with the MSA, Larkhall will host the IAME and Comer O Plates.

Blocking

The steering group is very concerned about the amount of blocking that takes place and the members are trying hard to come up with some regulations to alleviate the issue and penalise offenders.

Regulation Changes for 2014

Class changes envisaged for 2014 (remember this is not an exhaustive list, please check the new regulations very carefully).

- Bambino – Registered Comer C50 engine only and Le Cont all weather tyres. (Clubs should remind competitors to get their existing Comers checked and registered by Zip before the end of the year.)
- Cadet – new chassis and brake homologations, the 2004 homologation no longer permitted.
- Comer Cadet – change of number plate colour
- Honda Cadet – amended technical regulations which will include the introduction of an ignition timing check tool. These tools will be available for purchase by anyone and will be ABkC marked.
- Rotax classes – new markings on the 2014 homologated tyres, but the tyres are the same as the current ones which can still be used
- MiniMax – minimum driver weight increases to 39kg
- Junior Max – minimum driver weight increases to 42.5kg
- Honda Junior – minimum driver weight increases to 43kg

- Honda Junior / Senior – Tyres will be either Dunlop SL1/KT3 or Bridgestone YDS slick/YFD wet.
- World Formula – Tyres only Dunlop SL3 slick / KT3 wet
- KF Junior – Latest Tillotson Carburettor HW23 only. Tyres to be Bridgestone YMH and YLP. May have pooled engines in the Super One.
- TKM – New lower class weight for Seniors at 132kg plus the 146kg category has a minimum driver weight of 50kg and the 152kg class a minimum driver weight of 60kg. Also other various minor changes to regulations
- KZ UK (note change in name from KZ2): Engine parts can be mixed and matched so long as each part is CIK homologated from the same manufacturer. Gear ratios and exhaust are 'free' again. Tyres are Dunlop DFH F/Z (CIK Option/Hard) but the Bridgestone YMH may be used at club meetings only. Wets are KT14 but KT13 and Bridgestone YLP may be used at club meetings only.
- KZ1 (Subject to agreement with the MSA): Non-CIK homologated chassis may be permitted if registered with the MSA. Tyres are Bridgestone YMH and wets YLP. Class weight will be 180kg.
- 250 National: The only slick tyres permitted are Bridgestone YMH, Dunlop DFH, Le Cont LO10 and Vega XH. Wets can be any CIK homologated from these manufacturers from 2011 onwards. New engines (or kit parts) that complete registration by 1st December are eligible for points and prizes. Weights in long circuit 250 National will increase from 205 to 208kg, and from 205 to 212kg in the 450 4-stroke class.
- 125 Open regulations may have some changes to bring in line with the long circuit version.
- Miscellaneous – Valve caps to be compulsory in long circuit (metal sealed caps recommended) and the steering group is considering whether this should apply across the board – short circuit as well. (Check long circuit championship regulations for latest).

(Editor Graham Smith, email secretary@abkc.org.uk)
Or post your 2014 Steering Group nominations to
Stoneycroft, Godsons Lane, Napton, Southam, CV47 8LX