



NEWS

June 2014

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From the June Steering Group meeting

Another busy steering group meeting commenced with a minutes silence for the terrible rally incident in Scotland then a resume of member's visits to recent meetings. It was interesting to note that EuroMax is now giving an automatic 5s penalty to anyone who received a warning flag, said to be reducing incidents. Super One had had two wet rounds but the standing start trials were very successful in reducing first corner incidents and body damage. Some clubs were down on entry numbers, Forest Edge had tried timed qualifying and Colin Wright reported on a useful visit to the non-MSA event at Lydd. Rowrah had an increase in Junior TKM whilst Fulbeck was struggling to attract juniors. There was a very good long circuit meeting at Bishopscourt and new Northern Irish representative Stephen Tosh said World Formula was their biggest short circuit class. Some circuits were accused of focussing too much on track limits, the white line rule allegedly being not being entirely clear.

Kart Committee



Nigel Edwards reported on his first meeting as chair of Kart Committee. A number of new initiatives have been put into action, but some have a tortuous route seeking approval through other committees and panels. These were aimed firstly at reducing costs by looking again at

the requirements for a medical in short circuit karting, by aiming to reduce the cost of the start karting pack, and simplifying the ARKS test procedure perhaps just for single club use. It was noted that the current trend is to reduce the age of medicals for children, allegedly due to them not getting medicals or eye tests at school any more. Surveys are being undertaken by the MSA on those who did not renew licences and to new licensees

to find out their route into karting. The MSA is organising a Stakeholders Meeting on 19 June with the morning for the trade and the afternoon for the clubs. Clubs are reminded that it is very important that they send a representative. Clerking and Driving Standards are being closely observed and the Kart Committee are seeking a trial of the 'International' system where the Stewards decide the penalty. Thirty drivers so far have had final warning letters from the MSA for having accumulated a number of penalties at meetings. The Kart Committee wishes to adopt formal regulations for historic kart demonstrations and time trials. They are also seeking action on first corner track design, standing starts, coloured LED panels in place or instead of flags and will wish to see all officials on track side wearing an item of hi-viz clothing. Queries were put into the MSA as to the high and very much increased cost of applying for an NEAFP entry to the International calendar. As at 7th June there were 3430 kart licences issued. Clubs are sending their class numbers to the MSA to be used to assess each categories strengths in future. Nigel is also to urge re-instatement of the MSA's Lets Go Karting website and brand.

Chairman's Report



In his Chairman's report, Colin Wright asked if anyone knew of a driver who would be willing to set up a Drivers Association and co-operate with the ABkC and MSA. Clubs are asked to put forward volunteers. There was agreement to forge closer

links with the NKA and those circuits organising non-MSA/IKR meetings. Suggestions were put forward to minimise the regulations for Tyro racing with a Clubman licence, which can be issued on the day, and whether licenced volunteer coaches to help newcomers and foster the Dad and Lad type new entrant.

Club Questionnaire

Twenty clubs responded for the club questionnaire and an analysis showed the major issues were expense and the need to reduce entry costs. Nearly half the clubs said there were too many classes and an equal number said the current structure was ok. Many said there were too many regulations and although several clubs saw non-MSA racing at their home circuit, mostly four stroke, only one said it had an adverse effect on the club and several said it was used to feed them drivers. There were calls for more help with 'Lets Go Karting' schemes, for better officials training, for the MSA to take more interest and to emphasise the sport was not just a route to racing cars. Priorities for the ABkC to address were to improve PR, rationalise classes and seek an introductory licence as well as looking for ways to reduce costs. The questionnaire results can be found on the ABkC website.

Hearing protection

Next was a presentation by Malcolm Boothman of Cirrus Healthcare Products about the need for hearing protection. His company makes a range of ear plug products and sponsors Olympic swimmers. He brands the ear plugs as cool, trendy and fun to encourage their use in noisy environments and suggested they could be used in karting as a promotional tool. If any club wishes to make contact for purchase please contact the Secretary. Most clubs do keep stocks of ear plugs for officials at least. Clubs should refer to Page 54 of the Gold Book.

Secretary's Report

Secretary Graham Smith reported that there were 29 clubs in membership with a reported 4436 members and that 1000 of the new hotel fliers have been sent to each club for onward distribution to hotels and tourist information offices etc. The MSA are also planning a promotional karting leaflet. We are a partner with the British Schools Karting Championship which has its final at Whilton Mill on 19 July. ABkC will try and have a presence. We will also exhibit at Kart Mania and the Autosport Show again. Getting a new website for the Association is now a priority and also to be set in motion is an electronic method of sharing views and votes on issue, eventually to be extended to all the member clubs. Of course clubs should be aware that the ABkC now has its own Facebook page, which has proved popular. The number of participants so far this year is actually up on 2013 after a drop off in 2012. The Association has had quite an expensive quarter and there is now £33,574 in funds. Disappointingly there were no clubs applying for club development grants where £4000 is available. An organisation sought

financial support for visiting schools to promote karting, primarily to encourage indoor as a first step but the Association were not inclined at this stage to put funds towards it. We are going to try and to more with the RDO's. Clubs are urged to put guideline information on sprocket sizes for each class on their websites to help newcomers and guests.

MSA Updates



Cheryl Lynch attended on behalf of the MSA and reported on progress with the new KF engines, and that there might be a trial in 2015 before full introduction in 2016. It is hoped they will save around 9kg weight. Still being debated is

whether to have a float carburettor and for seniors to have a power valve or not. Various draft regulations put forward by Kart Committee are out for consultation prior to going for ratification at Council. One is to ask if experienced youngsters could start racing Cadets just prior to their 8th birthday, which was supported by ABkC. The review on DBS (used to be known as CRB) checks is still on going. Simon Blunt has been appointed the new General Secretary in place of Rob Jones and the IAME Cadet Scholarship karts are about to be delivered to the 'winning' clubs. The MSA has paid the entry fees for our two drivers nominated to the CIK Academy and held a training session for them. Cheryl agreed to issue a further clarification on track limits, white lines and kerbs.

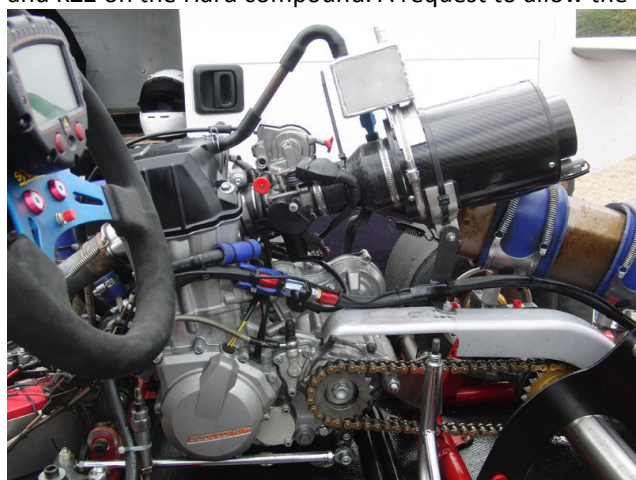


Revised Bambino class regulations are on the website, all the under 8 licence holders will be notified and revised training and club guidelines will be on the website soon. The CIK has proposed a new front fairing fixing that 'droops' on contact of more than 7km/h and

requires the driver to pit to fix it. This is to be trialled in this year's CIK Academy and will be introduced internationally in 2015. The MSA needs to decide when and where to introduce and there will be a special meeting for further consideration. It was decided to trademark the ABkC logo. Tal-Ko have sent in their draft changes for 2015, all minor, and Rotax / JAG's are not expected to have anything significant. Rotax classes will adopt the new age ranges, whereas TKM are still considering.

Technical

The British SuperKart Association will be seeking registration of 450cc engines for use in 2015, the ABkC will adopt the same. A request for the Medium tyre in KZ1 was debated but it was decided to keep the KZ1 and KZ2 on the Hard compound. A request to allow the



A 450cc Gearbox engine

old direct drive steel bumper in KZ1 was not supported, gearbox have their own regulations which could nevertheless come under review. The ABkC has been granted the rights to award the E Plate until 2016. Sherington KRC has purchased a Type 2 noise meter for evaluation which does have an extension cable as required for kart events and is significantly lower cost than other meters on the market place. Graham Smith can give information to clubs, he negotiated a 15% discount to ABkC clubs which puts it around £400 on its own.

Standing Starts

John Hoyle has drafted guidelines for clubs to use for standing starts, based on all the experience gained in Super One this year. This is now on the ABkC website. Clubs may need a bulletin or amendment to their SRs depending how they currently define the starts. Rotax / JAG are looking into ways of monitoring the clutch temperature to stop those trying to make use of unusual methods of standing starts.



A standing start at Rowrah

O's & E's: Place your bids



Congratulations to the recent 2014 O Plate champions (*Alex Forward pictured receiving his Junior TKM Award from Miss Great Britain at Sherington*), details on the Seeded Driver page on the ABkC website. Clubs are now asked to forward bids for the 2015 O and E Plate championship meetings. The E Plate can only be from an English Club as it

stands for the English championship title and is for all the usual classes including all three Cadet classes and Honda Junior and Senior. For gearbox it includes 125 Open but neither this nor the O Plates are open to Max 177 or World Formula. We're looking for creative and attractive packages including a group of classes and are minded to give priority to clubs that do not have a Super One round. There is currently a fee for holding the O Plate, information on request. Please consult with your committees and offer us something.

An explanation

Finally the ABkC wish to dispel the notion that there is too much trade interest on steering group. Without the trade involvement we would not be able to make decisions that stand up to scrutiny and it should be noted that the trade have never been able to dominate a decision over the club elected members of the steering group.

The next meeting will be towards the end of September, looking forward to receiving any requests for club development grants and bids for O and E Plates.

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