



NEWS

August 2008

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Secretary - Graham Smith:

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Steering Group Meeting: July 08

For once the July steering group, meeting at Donington, ran to the timetable, including a look at the new Easykart Cadet class in the afternoon, with presentations by Andy Cox and John Vigor.

Chairman's Report

It was noted that championship permit renewals would be automatic if they met the agreed criteria in 2008. Russell Anderson reported on recent CIK decisions, noting that TM had modified their piston for the KF engines allegedly outwith the regulations and the CIK was considering appropriate action. The start line maximum speed has been doubled to 50kph, some considered that too fast for us. Russell is urging the committee members to send him comments on the Green Paper for the Future of Karting so that he may collate and present an ABkC view at the September meeting. Some members of the group felt it was pointless continuing with it. Russell responded that he may invite selected 'pro' and 'anti' members to contribute. The MSA members and Rod Taylor were disappointed in the reaction, saying the paper was meant to be thought-provoking. Comments included the need for agreed criteria for new classes, and to protect existing classes, to get more affordability into the sport and that like clubs the sport as a whole needs a 'business plan'.

Tryton Carburettor for Comer Cadet

All thirty-one club chairmen had been asked to have a view on the continued use of the Tryton carburettor in the Comer Cadet class, but only ten responded and one of those said they had no Comers. Of the other respondents three wished to drop the use of the carburettor immediately, with six in favour of keeping it for at least the rest of the year. Regarding its use into next year, there were five clubs against, three for continuing and a maybe. The ABkC had participated on a special working party set up by the MSA to progress and monitor the problems. Following a long discussion it was agreed that the ABkC recommends the Tryton remains for 2008 and if there is no significant improvement on reliability and ease of use as of what is known now, then an alternative sought for 2009, if necessary by way of an ABkC sponsored class variation. The Comer engine / carb fiche is currently available free on the MSA website.

Secretary's Report

The East of Scotland Kart Club was welcomed back as a member of the ABkC again. The costs for purchasing a race-suit and crash helmet for each ABkC club participating in the 'Lets Go Karting' scheme was agreed at almost £3000 plus vat (child's suits do not have VAT though). These have been

ordered and will be sent to the club contacts. The ABkC are also purchasing scrutineering tools for the KF classes, with financial assistance from Stars and Super One.

Treasurer's Report

The treasurer is recommending that the 2009 subscription fees are frozen again, with no increase needed. Rod Taylor confirmed that ten clubs and six commercial circuits are participating in 'Lets Go Karting' and each has been sent 5000 leaflets and 500 driver record cards. A proposal for the ABkC to help with funding the scheme into 2009 will be discussed later, the ABkC is keen to urge more clubs to join.

Bodywork regulations

John Ryan of the MSA said the proposed 2009 bodywork regulations have been published and urged club officials and drivers to study them and report back any perceived difficulties. They are drafted to bring the MSA in line with CIK, whilst transferring some of the traditional current uses of bodywork and sidebars for TKM, 250 National and 210 National classes into their class regs so these classes are not unduly affected. Drivers with 'British' gearbox style classes can individually apply for a waiver for some aspects of fitting crash tested bodywork, but John reported no-one had yet done so. There was a request for the 125 Open class to have the same waiver as 210 National but evidence of numbers and needs was requested first. John said that work is progressing on crash testing Cadet bodywork ready for the next homologation.

Drivers should note that it is proposed that wet tyres must not be inside the line of sidepods, measured with a straight edge across the outside of the tyre/rim. This already applies for the CIK classes and will come in for all classes in 2009, although discussions are on-going regarding TKM classes with their harder tyres. As always comments on new regulations can be made to John Ryan, Rod Taylor and the ABkC Sec.

The CIK have introduced a clutch 'step test' using a 12mm block that the kart must ride over before 5000 rpm is reached, for KF1, KF2 and KF3. This test is now being used in UK racing for these classes. The CIK may refine the clutch tests further.

The MSA have reminded all scrutineers that heating of tyres is not permitted as per K.134 and the use of a hot air gun to remove debris, as is common practice in Cadets, is not permitted. Common sense needs to be used if the tyres are not obviously warm on the grid. Project One have recalled all 2007 Cadet TiG welded

stub axles after some failures. Failures of 50mm rear axles have been noted, probably due to over-tightening and repetitive fixations of grub screws and multiple indentations at the bearings. Drivers are advised to check.

Other proposed regulations

Note that brake disc protectors will be mandatory next year for all non-gearbox classes plus KZ1, if the disc is level or below the main chassis tubes. It was not considered necessary to make these mandatory for the other gearbox classes. It is also being proposed to allow adjustable camber/castor for the next Cadet chassis homologations as well as a cross-drilled or slotted disc rotor. John Ryan asked for input for any other variations needed for the next Cadet homologation but noted the wheelbase will remain as present. The Gold Book box structure will be amended so that Max 177 and Formula Blue can be raced together. It was noted that Formula Blue now has a 117cc engine option. The CIK have pushed forward by a year to 2010 for mandatory use of the new Junior crash helmet in CIK racing, so it is likely that the MSA will follow at minimum one year later.

MSA Request for Technical club contact

John Ryan also asked all clubs to email him with the name of a technical representative who would be given copies of scrutineering news and any urgent technical updates to disseminate at club meetings. This is for action by all clubs, John's email is john.ryan@msauk.org

Tyres and weights

Views are being sought on whether KF3 should run on the narrow tyre as per CIK or stay with the same as KF2, the consensus to date favours staying with the wider tyre. Zip could be asked to supply the narrower tyre but the price must stay similar. But it was noted that the CIK may be phasing out the narrower tyres in a couple of years.

A request for a class weight increase in Honda Cadet was discussed. The Kart Technical working group considered an increase of 3kg, to 103kg the same as WTP, would not be unreasonable, but the ABkC wanted to gather more information about the reduced compatibility with the other Cadet classes before giving a full go-ahead. The MSA reminded clubs that they can always apply for weight increases for their SRs.

Easykart Cadet presentation

A presentation by Andy Cox for Birel, and John Vigor for the Easykart series promoters was heard, and the Easykart Cadet kart viewed. The promoters had applied to the MSA sub-committee for a new class approval, but as the sub-committee was not unanimous in its opinions the application was referred to the Kart Regional Committee (aka ABkC) as per the guidelines. It is intended that the class be purely run in their own closed to club MSA series and will not cross over into the ABkC club scene. Andy said he hoped participants would start in Easykart then move onto full MSA club and championship racing, thus bringing more people into the sport. The application for the class was approved in principle subject to performance and noise testing. The performance has to be 0.5 seconds per lap slower than Comer Cadet and the noise output comparable with Comer Cadet. John Ryan also said he would have to consider the compatibility of the CIK style rear protection plastic with the MSA Cadet steel bumper regulations. Tests

will be done and a report made back to the September meeting. There was some concern about the Easykart taking potential competitors away from the clubs as more than a third of their competitors are existing licence holders and on the other hand there was a need for a simple cheap class like this in mainstream club racing.

Gearbox Sub-Group report

The Gearbox Sub-Group reported there was a lot of concern about the new for 2008 MH slick tyre for 250 National, which is a smaller circumference and seems to wear out faster. It was agreed that the ABkC will write to F1, the suppliers, with their concerns. The group is considering various options for the future, including opening up the class to any 5 or 6 inch diameter tyre even although the Super 4 championship might be restricted to one tyre type. Electronic gear changes will continue to be banned in KZ1 (and all gearbox classes in the UK). They are considered very expensive for any small performance benefit. But it was agreed to allow paddle changes for disabled drivers who are limited to hand controls.

Fire Extinguisher proposals

The Club Sub-Group has been discussing fire safety in paddocks, following several recent incidents. They have proposed that any private single driver team using an awning has a minimum of a single 2kg foam or powder extinguisher and if there are more than one driver then two of 2kg. Commercial teams should be considered an extension of their business and have significant size extinguishers, a minimum of two of 6kg foam or powder. Drivers working out of the back of a car or van could continue with the present arrangements. It was also noted that circuits must provide fire extinguisher points in the paddock, at all times. There was also concern about the use of space heaters in awnings, potentially close to fuel. The fire extinguisher proposals were passed to the MSA to consider regulations.

Championship contracts

All the ABkC championship promoters – Super One, Stars of Tomorrow and the NKF, were granted a two year extension of their contracts to the end of 2011. This is allowed for in the contracts since the MSA have extended the length of the MSA British Championship contracts to the same date. It was noted that the KZ1 ABkC O Plate will now take place at Sherington in August, and the 250 National at Dunkeswell in July.

Any Other Business

In the Any Other Business section a club representative asked if the MSA would compensate clubs that had purchased the Cadet castor oil and control fuel testing equipment. The MSA noted the request. The new ownership of Nutts Corner circuit was noted with approval. And it was considered that clubs will need to look into having a Cadet Libre category next year now the MSA considers there is one Cadet class in the Gold Book with several engine options.

Request for 2009 O Plate bids

The next meeting will be held towards the end of September and clubs wishing to apply for 2009 O Plate meetings need to have their applications lodged with the secretary by early September. Proposed dates must be given, along with reasons why the class would be successful on the proposed date and circuit.

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