



NEWS

October 2008

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Annual General Meeting: 2008

This year the AGM will be held at Shenington on Saturday 6th December at 4.30 pm. Please take this as the formal notice.

It has been quite hard to decide when and where to hold the AGM. The KartMania Show was a possibility but several key members are absent in Italy then. The 6th clashes with Shenington and PFI, and the 13th with the first round of the Winter Series at Rowrah, all of which will have some club officials ‘on duty’. We could have had the hotel at Coventry again, but those in the paddock at Shenington or PFI would find it hard to break off for the meeting. So on balance we are trying out Shenington, fairly central (not as near an airport as desirable) and after practice. So **please, please** could all clubs send a representative. We have one change we wish to make to the constitution.

Change to the Constitution

The Steering Group elected members are split fairly evenly between gearbox and direct drive representatives but as direct drive is the larger racing group the Steering Group wish to open up the nominations without so much of a distinction. So in place of this:

- a) Chairman
- b) Secretary
- c) 100cc Technical
- d) Four Class One Positions including one representing Cadet class interests.
- e) Gearbox Technical
- f) Four Gearbox Positions
- g) One representative from the organisers of each ABkC and British Championship Kart Series.
- h) One representative from a regionally based Association of Kart Clubs
- i) Upon payment of an annual fee, one representative of the BKIA.
- j) One representative of the Motor Sports Association

The agenda item for the AGM is to change the constitution with immediate effect to this:

- a) Chairman
- b) Secretary
- c) Direct Drive Technical Representative
- d) Cadet Class Technical Representative
- e) Gearbox Technical Representative
- f) Seven Club Representatives
- g) One representative from the organisers of each ABkC and British Championship Kart Series.
- h) One representative from each regionally based Association of Kart Clubs

i) Upon payment of an annual fee, one representative of the BKIA.

j) One representative of the Motor Sports Association

Nominations for the Steering Group

Please send club nominations for these posts (a) to (f) from club secretaries to the ABkC Secretary as soon as possible and no later than 22nd November, including an intimation from the nominee that he or she is willing to serve.

Agenda Items

Could clubs also send in any items for the agenda, either to be discussed in the formal part of the meeting, whereupon this must be seconded in writing by another club, or items to be discussed in the informal part of the meeting, which will follow the AGM as the Kart Regional Committee Open Forum. Again these need to be with the Secretary by 22nd November.

Forward strategy & O Plates 2009

The September meeting of the Kart Regional Committee and ABkC Steering Group had three important issues to consider, the drafts of the Green Paper for the future of karting, the amendments to class regulations for 2009 and the allocation of the 2009 ABkC ‘O’ Plate meetings. Taking the last one first, the secret votes came out in favour of:

- Rotax – Shenington – provisionally 25 – 27 September
- TKM – Kimbolton – provisionally 11 – 12 July
- KF Classes – Rowrah – provisionally 13- 15 February
- Honda Cadet – Buckmore Park – TBA
- Comer & WTP Cadet – Forest Edge – TBA
- Gearbox classes – to be held at the last rounds of the appropriate NKF / S4 Series
- Super Two Honda Junior/Senior & World Formula – Rowrah – 31 August

Green Paper

Many of the conclusions of the draft Green Paper have not met with approval by the steering group and therefore a working group has been set up to draft amendments which will hopefully reflect the wider views of the karting community, as perceived by their representatives at the ABkC.

Clutches, Carbs etc

It was noted that the CIK is loaning the equipment to digitally check clutch slip and performance to the Super One and possibly the KF Winter Series organisers and that a single nominated clutch may be put in the rules for 2009. There was a long discussion about the Tryton carburettor for Comer Cadet, and

John Ryan pleaded for clubs and competitors to let him know of recent experience, either good or bad. Zip will be asked to settle on a single set of components for the 2009 fiche. Clubs have expressed disquiet about the Zip Guidelines which stated that the carb needed to be set up at full throttle, and many clubs do not permit such activities. The MSA representatives said they do not condone this practice either. The representative from Motorsports Ireland brought the meeting up to date on the use of a new HF392 Tillotson carburettor for the class. The original Tillotson carburettor will continue to be allowed at club or championship racing in 2009.

It is proposed that only machined metal steering bosses will be allowed from 2009, the class that might be affected is the Rotax DD2.

Tyres, Bodywork and other regulations

250 National tyres came in for lots of criticism and the importer has provided a set of Maxxis HG3 for testing. So far the tests seem good, and subject to assurances on availability these will likely be the 2009 nominated tyre. The gearbox sub-group is well aware of the desire to have open tyres in the class, and that will be very carefully considered for 2010. The 2008 cost is £120 plus vat per set. The 125 Open class is to get the same waiver on not using bodywork as does 250 and 210, so that double rail sidebars can be used instead for non-homologated karts. This is in the hope that owners of 'British' karts will come back out and race in the class. Honda Junior and Senior will still be allowed minimal cuts in bodywork to accommodate the fitting of the engine(s). The KF1 slick tyre is to change to DDS in 2009, after the end of the Winter Series. This tyre is about four tenths faster than the DDM.

Disc protectors will be required in all classes except some gearbox if the disc is below or level with the chassis tubes. In KZ1 it is compulsory, in KZ2 it is recommended and will be compulsory in 2010.

Championship or event regulations for KF1 will show that any KF2 homologated exhaust may be used in 2009, and in the KF Winter Series, rather than just the KF2 exhaust homologated for that manufacturer.

Sidepods and wets

The TKM class will have some relaxation on the use of homologated crash tested side bars for pre-2006 karts, and the proposal to allow wets to be inside the bodywork in both TKM 2 and 4-stroke was supported for a final MSA decision. All other classes must run their wets outside of the sidepods in 2009.

Fire Extinguishers

The ABkC is recommending that competitors with enclosed awnings have a minimum of a 2kg foam or powder extinguisher, and if more than one private competitor is sharing the awning then a minimum two 2kg extinguishers be available. Commercial enterprises should be aware of Health and Safety at Work legislation and provide a minimum of two 6kg foam or powder extinguishers to be placed at the entrance(s) of the awning.

ABkC and ARKS Grants to clubs

The race suit and helmet for each ABkC club participating in Lets Go Karting have been dispatched, ten in all. Clubs with ARKS Examiners are reminded

that they can apply for funding help from ARKS to support kart publicity ventures.

New licence requirements for Parents & Guardians, class age limits

It was noted that regulations are being drafted for guardians of under-18's that will require them to be licenced as entrants. The MSA requested a review of the starting age for Junior in the categories such as MiniMax, Junior TKM and Junior Blue as there was some doubt as to whether driver were allowed to race under the age of 11. After a vote, it was clarified that 11th birthday is the minimum age in all these classes, with no exceptions.

Cadet proposals

Consideration is to be given by championship promoter's for the Honda Cadet engine to be a buy-in class, e.g. anyone may offer a fixed price for any fellow competitors engine, to keep costs under control. With the current large number of Cadets racing, from 8 to almost 14 years of age, consideration is to be given for an intermediate class, possibly with an intermediate size chassis. Comments on this proposal are welcome. Remember that the AGM will be held on 6th December, and nominations for the 2009 Steering Group are invited.

Unico 08 Bodywork

Drivers should note that the popular Unico '08' bodywork will go out of homologation on 1st January 2009, but the MSA have agreed it may still be allowed in all classes during 2009. Apparently not all manufacturers have re-homologated their first offerings of the crash tested bodywork. KG are hopefully going to continue manufacturing this edition of their sidepods etc for spares.

Cadet engine fiche changes

Some slight changes to weights have been made in the Cadet Comer engine fiche, the minimum weight for the crankshaft is to be 658g and the piston 100g.

TKM Regs

The 2009 TKM regulations will allow for the use of digital burettes for checking head volume. There is also a minor change to the width of permitted wheels.

Autosport Show

And remember to come and see us at the Autosport International Racing Car Show at the NEC during 8 – 11 January 2009. We shall be on stand 6406.

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