



# NEWS

## December 2008

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

Secretary - Graham Smith:

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### Annual General Meeting: 2008

At the ABkC AGM, held at Shenington on 6th December, Russell Anderson and Graham Smith were re-elected as Chairman and Secretary respectively. There was only one change in the elected members of the steering group, Simon Goodfellow of Manchester and Buxton Kart Club resigned to pursue interests outside of karting, and Keiran Crawley, nominated by Whilton Mill Kart Club, was elected to take his place. Simon was thanked for his considerable contribution to the steering group over many years. Steve Chapman also stood down as chairman of the club matters sub-committee, and was also thanked for his work. New chairmen of the direct drive and club sub-groups will be chosen at the first 2009 meeting.

Chairman Russell Anderson thanked all members of the steering group for their work during the year. He praised the initiatives of the MSA in giving free licences to under 16's, and the Lets Go Karting scheme, both of which are helping to increase numbers in the sport, but he feared for the effects of the oncoming recession and monetary exchange rate changes. He said the ABkC have formed a sub-group to move forwards with their comments on the MSA Green Paper for the Future of Karting, despite its troubled path so far. He congratulated all champions, on the international scene as well as ABkC series and especially Lewis Hamilton on gaining the Formula 1 world crown. Musing that perhaps the ABkC tries to do too much, and needs to concentrate some more on club related issues, he promised a review and streamline of the Kart Regional Committee structure. In closing he hoped that the trade would work with the BKIA and try and smooth over the effects of the inevitable price increases. The ABkC would do all it could to keep costs down.

Graham Smith, in his secretarial report, noted that 33 clubs were now in membership, leading to a slight increase in income, and clubs reported 5163 members as opposed to 4776 in 2007. Four newsletters had been posted to clubs, and the 2009 Start Karting brochure would be available for the Autosport Show, where the ABkC would again have a stand. The ABkC had purchased race suits and helmets for the clubs running Lets Go Karting. We had contributed to many of the issues of the year, for instance the debate on KF3 front brakes, starting speeds, driving standards, safety, Comer carburettor, bodywork waivers, Rotax cylinder recalls, KF clutch checks, the Easykart Cadet application and many other topics.

The Treasurer's report showed a fee increase to £7218 but expenditure looked higher than last year due to the prize fund payments to competitors in the ABkC Super 4 Series for both 2007 and 2008 in the same accounts. The ABkC has a healthy financial position of £30,890.87 in funds and it was agreed to leave the subscription fees unchanged in 2009. A prize fund of £31,250 will be distributed to trophy winners in the KZ1, KZ2, 250 National, Cadet, Rotax, TKM and KF2 ABkC championships and the KF1 and KF3 British Championships. All the sponsors including J.A.G, Tal-Ko, Vega, Dunlop, Maxxis, Bridgestone and Zip were thanked as were Super One, BRDC Stars and the NKF for promoting the championships so effectively.

A small change to the constitution was agreed, allowing for steering group members to be nominated from the clubs without having to state whether they represented gearbox of direct drive matters.

### Kart Regional Committee Open Forum

Topics put forward at the open forum of the Kart Regional Committee for discussion included the MSA ban on having three digit race numbers, where some clubs said they needed them to cater for large grids of for instance Rotax Max. This topic has been referred to the Kart Sporting Committee for consideration of a change in regulations. One Cadet father urged the Super One to reduce the tyre useage in Cadets, by allowing the same set of tyres to be bagged and brought back to subsequent rounds for re-use. There was discussion about finding a better venue for the AGM, with the KartMania show a favourite for the future. A request was put forward to allow 4-stroke motocross engines in the 250 National class, and there was concern about the increasing costs to clubs of safely disposing of used kart tyres. The question was whether clubs or competitors should be liable, and whether a levy needed to be set. Other topics included whether clubs should run one Cadet class for a mixed grid of Honda, WTP and Comer, or not, and which cherished numbers (or letters) should be honoured at clubs.

### Announcements

The ABkC announced that they have cancelled the contract for the supply of 250 National tyres, and in 2009 the class would be permitted any tyre, on a five or six inch diameter rim, but clubs would be mandated to only permit one set of slicks per meeting. Additionally, at short notice due to manufacturing legislation issues, the Dunlop wet tyre is changing

from a KT10 to a KT11, and both will be permitted in KZ2, 125 Open and 210 National all year. But in KF1 and KZ1 only the KT11 will be permitted. An amendment sheet has been approved by the MSA and is available on the website.

### **KF3 Carburettor**

After the meeting, it was noted that the CIK has changed the KF3 carburettor supplier for 2009 to the Tillotson HW-10A. The carburettor is available at a price of approx 100 Euros. Our regulations do state that we follow the CIK decisions on this matter, but the O Plate at Rowrah on 8th February will continue to mandate the current 2008 Tryton carburettor and we will in all probability keep using the Tryton throughout 2009.

### **Junior ages**

J.A.G., the Rotax distributor, has asked the ABkC to look again at the decision on the age of the Junior Max class, as they would like to align it with KF3. This will be discussed soon and if clubs have any comments could they please inform the secretary.

### **Technical**

A new clutch and balance gears are being introduced to the Rotax classes, eligible from 1 January. Rotax have stated that there is no change in performance. The ABkC has purchased a full set of scrutineering gauges for the KF classes.

The 2009 class regulations for Junior Honda, DD2 and World Formula are, or will shortly be, on the website, along with the new Version 4 of the Honda Technical regulations.

The CIK have announced a Super KF Class which will run concurrently in the CIK-FIA Championships (with separate classes for KF1 and Super KF), but with a separate Super Trophy event, and the current KF1 will be simplified and made less costly. The homologation and tuning regulations of the Super KF has been freed up. This is primarily aimed at manufacturer and manufacturer supported teams.

### **Technical Regulations - Clutches**

A single-type clutch for all KF engines has been defined by the CIK-FIA, for introduction in 2009. It will be a centrifugal clutch composed of a monolithic rotor with added friction material (except in Super KF) and a bell with standardised internal dimensions. All clutches shall be in direct drive (100% engagement) at 5,000 rpm maximum under all circumstances.

### **Steering Group & Membership etc**

The 2009 membership form has been sent to all clubs and it would be appreciated if it could be returned with the fee as soon as possible. An up to date list of seeded drivers is maintained on the ABkC website, as is the major events calendar as well as current members of the Association. Also enclosed is the first amendment sheet for the 2009 Gold Book. The constitution of the Association was amended at the AGM and the revised wording is as follows, together with the names of those represented on the steering group:

#### **6. COMMITTEE:**

6.1 The committee shall consist of:

a) Chairman (Russell Anderson)

b) Secretary (Graham Smith)

c) Direct Drive Technical Rep (Neil Hann)

d) Cadet Class Technical Rep (Paul Klaassen)

e) Gearbox Technical Rep (Phil Featherstone)

f) Seven Club Representatives (Steve Clayton, Mike Coombs, Nigel Edwards, Malcolm Fell, Bob Shipman, Keiran Crawley and Colin Wright who is also the Treasure).

g) One representative from the organisers of each ABkC and British Championship Kart Series. (Sonja Game (S1),Carolynn Hoy (Stars), Kelvin Nicholls (S2), Kate Bateman (210 Challenge).

h) One representative from each regionally based Association of Kart Clubs (Ian Hart (ASKC), Alan Stirling (NIKA), Sue Fairless (NKF), Roger Sheffield (F6), Ian Rushforth (BSA), Andy Porter (NATSKA), Mick Barrett (Team & Drivers Assoc), TBA (NKRA))

i) Upon payment of an annual fee, one representative of the BKIA. (George Robinson or Martin Capenhurst)

j) One representative of the Motor Sports Association (non-voting) (John Ryan and/or Cheryl Lynch)

Note: Rod Taylor attends in his role as Chairman of the Kart Sporting Committee and Steve Chapman as President.

### **Autosport International Racing Car Show**

The ABkC will be on stand 6406 and many club and competitors will have received free tickets, if not the website is [www.autosport-international.com](http://www.autosport-international.com) with the ticket hotline being 0844 579 3188. Be sure to call by and say hello. The Super One Series and BRDC Stars of Tomorrow Series prize givings are on the Saturday starting at 11am.

### **Membership Renewals**

Many thanks to the clubs who have already renewed their memberships for 2009 (so ignore the enclosed form), for those that haven't, a form is enclosed.

### **Tyre Costs in 2009**

With some prices for karting goods sourced outside the UK already hitting price increases of 20 to 30% we cannot expect the tyre costs to be immune to the huge variation in exchange rates and factory raw materials. Already some tyre importers have given notice of significant increases pending. Be assured that the ABkC is putting proposals to the importers to smooth out the increases and take a longer view than just one year. When we have finished negotiations the prices for 2009 will be put on the website, but any price cannot be guaranteed to be stable for the whole year. It's worth noting that during the tyre re-tendering process two years ago, the ABkC was able to drive tyre retail costs down some 7 to 10% for the benefit of competitors. Tyre costs have probably been at a historical low in real terms, for instance the Cadet tyre has only gone up £1.50 in ten years.

### **Brochure**

The 2009 Start Karting brochure produced jointly by the ABkC and ARKS is now available for clubs to arrange collection from the Secretary. Congratulations to British photographer Chris Walker, who has won the 2008 CIK International Photo Contest and thus an all expenses trip to the World Karting Championships in Macau.

(Editor Graham Smith, email [secretary@abkc.org.uk](mailto:secretary@abkc.org.uk))