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# ABkC NEWS – December 2005

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Secretary - Graham Smith:

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## AGM News

Attendance at the AGM was disappointing, only 16 people, but ten clubs were represented and some very worthwhile discussions ensued. If clubs think there is a better way to hold an AGM please let us know. One suggestion is to follow with an open meeting of the Kart Regional Committee where drivers and other interested parties could attend and make their views known directly. In his Chairman's report, Russell Anderson said the ABkC, as the Kart Regional Committee, was having a major influence on the MSA and the regulations. One of the items suggested at last year's AGM had come to fruition, the production of a karting promotional DVD, and it had been exceptionally well received. The steering group will be directing some of its energies next year into the introduction of the new CIK TAG classes for 2007/8. Additionally many of the tyre contracts and championship contracts are up for renewal but Russell said change will not be made merely for change sake. The impact on competitors must be minimised. After thanking the members of his team, he said 2006 would definitely be his last year as chairman.



Some of the AGM attendees

Secretary Graham Smith said there were 31 clubs in membership, with the BRDC the newest member. Four newsletters had been produced and he wanted to make some improvements to the website next year. ABkC and 50th anniversary of karting logos have been chosen from the competition in Karting Magazine and will be announced at the Autosport Show, where ABkC will again be taking a stand. The ABkC have assisted the MSA in collating the statistics from the recent weight survey in junior classes. It is expected that for 2007, maximum kart weights will be



Chairman Russell Anderson

made mandatory in Cadet and Junior classes, so drivers do not carry excessive ballast. Another matter arising from last year with a satisfactory conclusion is that kart clubs can now put their Clubman status events onto the MSA website. The MSA have agreed that licence numbers have declined by about 2.5% from 5409 in 2004 to 5270 in 2005 but the number of events are holding up. However the ABkC believes the number of competitors at each event is declining and it was agreed to poll clubs for their statistics. We will also ask clubs to give an idea of the growth or decline in karts testing without racing. The ABkC is also drafting regulations for a low cost entry formula using TKM engines to Club 100 spec. These would be under the 15bhp maximum limit for the new for 2006 non-ARKS endurance licence.

**New endurance licence comes on  
1.1.2006 – no ARKS, no medical,  
apply on the day**

The Treasurer's report recommended no change in the club membership fees for 2006. Total income for the year was £12,463 from membership fees and O Plate fees. Total expenditure was £6449, largely due to Show and meeting expenses, brochure costs, DVD cost and InterNations' officials costs. It was agreed to publish the accounts, and those of previous years, on our website.

All of the current steering group had been re-nominated by clubs, and there were no new

nominations. The steering group members were all willing to be re-elected, and no vote was necessary.

### **Membership Fees unchanged & Steering Group unchanged**

The formal part of the meeting closed and a debate was held on items put forward for discussion.

#### **Junior/Intermediate TKM Series in BRDC Stars of Tomorrow.**

Tal-Ko had issued a press release, which it transpired very few clubs had seen, stating that clubs would be asked to hold races to nominate junior/intermediate drivers to race in a Stars round. At the last round the best driver would be given the "prestigious title of TKM SuperStar." Members of the MSA Kart Championship Control Panel said that the application for a championship series had been turned down and no championship permit had or would be issued. The meeting felt that Tal-Ko were trying to hold a series by the back door, circumventing the rules, and that clubs might leave themselves open to MSA sanctions if they participated. The clubs present felt it was not helpful to try and get drivers to race in more championships, when they could be supporting their own clubs.

#### **Is karting in decline?**

A long debate took place about why the numbers in karting are declining. It was concluded that the top level championships are largely thriving but it is essential to bring more newcomers in at the bottom. The promotional DVD was said to be an excellent tool for this, and it was agreed to purchase an extra 3,000 for the Autosport show. Interested attendees would be given a copy in return for their name and address, which would be passed onto their local club for further contact. Some felt the cost of the ARKS pack is too high, and the effort of organising an ARKS test has too much aggravation. Others felt that the main commercial classes could do more to encourage lower cost, rather than championship, participation.

### **Come and visit us at the Autosport Show – provisional Stand No K62**

#### **Karting Development Plan**

Clubs are asking about using a Karting Development plan to aid requests for grants and so on. The ABkC is in the process of drafting just such a plan which will be released next year. It was suggested that karting could try to be independent of motor racing in general in trying to get Sport for England recognition for financial support.

#### **The Future of Formula TKM**

Clubs suggested that having once been the quietest class, Formula TKM is now one of the noisiest with the most emissions and asked if the ABkC could discuss the issue with Tal-Ko. The Chairman agreed to hold a meeting with Alan Turney.

#### **Tyre Declarations during Meetings**

Clubs said too many Clerks were content to make the meeting 'Open' and leave it that way all day, rather than adjusting to conditions. It was agreed that through this newsletter and seminars the matter be brought to the attention of Clerk of the Courses.

#### **Driving Standards**

Another club felt that Clerks were not using their full powers to clamp down on undisciplined driving, and standards could be improved if more sanctions were applied. Clerk's present said this is a huge subject with many pros and cons to discuss.

The Steering Group held a meeting immediately following the AGM.

#### **Direct Drive Group report**

Concern was raised about the very late availability from John Mills Racing of the new WTP TAG Cadet engine for MSA testing against the Comer. Approval for the class to start is with the MSA, but it could be delayed. It was agreed to seek dyno testing as well as on-track comparisons. Following a very late request from the tyre importer a debate had been held on whether to change the 100 National tyres for 2006, but it was decided it was too late and they would remain as Vega SL7. A discussion was held on the merits or otherwise of the CVT transmission seen at the Kart Shows. It was agreed that it cannot be classified as a gearbox class, as it would not be compatible with the current gearbox classes. The Steering Group would pass its views onto the MSA, but on cost grounds and because it would have to be run as a separate class, the Steering Group did not feel its introduction would be healthy for the sport right now. The N.1.3 regulations for World Formula would be renewed, largely unchanged except for the engine price, but it was noted the engine is now out of CIK homologation. A statement on the timetable for introducing the new CIK TAG engines will be forthcoming after the next meeting in March with a recommendation to the MSA. Meantime the Steering Group feels it is unlikely that JICA will use the new engines in 2007, Formula A is possible and ICA somewhere in between. More soundings are being taken from teams and drivers, and the outcome from the next CIK meeting in early 2006 will be taken into account. It would seem the CIK is pressing ahead with its rear bumper bodywork protection for 2006. This would not be immediately introduced in the UK.

### **Clubs are asked for feedback when to bring in the new CIK TAG classes**

#### **ABkC Championships**

The TKM Junior and Senior 4-stroke championships in the Super One were awarded full ABkC national championship status. Clubs should note the seeded driver lists are on the ABkC website <http://www.karting.co.uk/ABkC/seeds05.html> and these are the only seeded numbers to be recognised by clubs. Clubs may wish to recognise the WTP Cadet numbers from the Little Green Man series, if

they do not conflict with Super One or MSA numbers, because there is no other national series for that class at present, but other non-ABkC national championship are not recognised and would detract from those having the ABkC or MSA number. Most of the 2006 dates are also available on the ABkC website including the ABkC O Plate meetings.

### Club Championships

Clubs are reminded that they must hold an MSA Championship permit for their club championships. The penalties for not applying for a championship permit for any series of whatever kind are severe and it only costs about £27. Only single weekend events on the same event permit number are exempt.

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| <b>Does your club have its club championship permit application approved?</b> |
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### Parc Ferme

The MSA wishes to draw the following to the attention of all kart clubs. "Many officials seem to have forgotten that part of the security of a Parc Ferme is to remove competitors from the area. Once the competitor has placed his kart in Parc Ferme he or she is to leave the area. We have seen many kart race Parc Fermes where competitors have remained in the Parc Ferme area offering the explanation that they are waiting to disassemble components. It is not correct that they do this, they are to leave Parc Ferme and return when called to do so. Where karts or components are to be stripped then the process is to be carried out in private, not with other competitors milling about."

### Comer Cadet Oil Tests

The MSA have also raised concerns that some clubs have not purchased Cadet oil testing kits from ATOL and remind them to do so. ATOL may be contacted on 01202 890088.

### Fees for 2006

|                   |              |
|-------------------|--------------|
| ARKS Test         | £74 incl VAT |
| ARKS Written Test | £32 incl VAT |
| ARKS Driving Test | £43 incl VAT |

### MSA Kart Competition Licences:

|                     |   |
|---------------------|---|
| National B (Novice) | £25                                     |
| Endurance Licence   | £25 (no ARKS test or medical necessary) |
| National A          | £39                                     |
| International C     | £95                                     |
| International B     | £100                                    |
| International A     | £140                                    |

Start Karting Packs: £38

### Per Capita insurance & permit fees:

|                      |       |
|----------------------|-------|
| Clubman/Endurance/F6 | £5.80 |
| National B           | £6.90 |
| National A           | £7.30 |

### Summary of main Regulation changes for 2006:

SA-95 Crash helmet standard no longer recognised for racing.

New helmet standards Snell SA2005 (all racing, MSA Blue sticker) and K2005 (Kart only, Green MSA sticker). MSA helmet stickers now cost £1.20.

Rotax slicks change to Vega SL6

F.A, ICC & Junior Gearbox wets Dunlop KT10

F.A slicks to be Dunlop DCM

250 Nat wets to Maxxis WT8

100 Nat & Libre weight to 155kg

Junior TKM & Inters weight up 2kg with change of restrictor.

Restrictions on spark plugs in TKM

All karts to have a retainer on the steering column (like TKM has now).

Bodywork rules re-written, including allowing older karts to use 08 CIK pods.

WTP Cadet – new TAG engine class, new weights for new and existing classes expected to come in when MSA approved, otherwise 2005 regs apply.

Automatic one year ban for cheating on fuel (same as tyres).

New tyre tester regulations in Gold Book.

Please check the 2006 Competitors Yearbook and Kart Race Yearbook for the details on all of the above.

### Membership Applications for 2006

Membership forms are enclosed with this newsletter. Could clubs please complete and return as soon as possible. It is very important that we be kept up to date with the details for club officials.

A very Happy Christmas and Prosperous New Year to everyone. Please make sure everyone in your club and committee has access to this newsletter and is given the opportunity for feedback.

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| <b>Remember to put this newsletter on the noticeboard at the club</b> |
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Next **Steering Group** meeting will be in early March (Editor Graham Smith, email [secretary@abkc.org.uk](mailto:secretary@abkc.org.uk))

1956 – 2006

## Celebrating 50 years of karting

Watch this space for the new ABkC logo and the new ABkC 50<sup>th</sup> anniversary of karting logo.

All will be revealed at the Autosport Show, where the two winners of the competition in Karting Magazine will receive their fabulous prizes.