



NEWS

December 2015

Chairman – Colin Wright, 2 Greenways, Sandhurst, Berks CU47 8PJ Tel 07841 034192

Secretary - Graham Smith:

“Stoneycroft” Godsons Lane Napton Southam Warks CV47 8LX Tel & Fax 01926 812177

Report from the Annual General Meeting 3/12/15

Fourteen clubs were represented at the 2015 AGM and it was good to see some had made the effort to travel a considerable distance, for instance Clay Pigeon and Bayford Meadow. Colin Wright was re-elected as chairman, Graham Smith as Secretary. Kelvin Nicholls took on the new position of Honda Cadet representative and will report back to the Honda Cadet group that has been set up to promote the class. The clubs voted that this position be added to the constitution but be non-voting, but they deferred a decision on adding a Drivers Representative until it was clearer how that person would be chosen. Some clubs felt that it was the member clubs job to get driver's opinions and feed these back to the Steering Group. In the meantime John Pike will continue to represent drivers at the Steering Group. Steve Clayton has decided to leave the Steering Group, he was thanked for his many years of service, and Steve Wren from Lincs Kart Club was welcomed whilst Martin Capenhurst (FP4K Club) was co-opted to continue in his club group role. Forest Edge proposal to only allow drivers in the class already to be eligible for GP, O and E plates was not carried. Whilton Mill wanted ABkC to lobby for Comp Secs to be licenced, and this will be on next Kart Committee agenda. The ABkC has looked into being a checking authority for DBS checks for freelance mechanics and other non-licenced people, it will cost £300 p.a. plus a fee for doing each one. There was a discussion about the current ARKS tests and another about the need for Team Entrant licences. John Hoyle agreed to add the question to his official Super One team form asking if they hold a team entrant licence as well as for team public liability insurance. A club complained about the poor standard of marshalling and Duncan Masters from RAFMSA said he had been appointed by the MSA to set up a standard for kart marshals and will be asking for help from clubs. Malcolm Fell pointed out the NKA already has such a package with a higher standard than the MSA. Concern was expressed about the increasing number of counterfeit race suits and brake parts. Scrutineers have

already been warned by the MSA to look out for the counterfeit suits which are believed to be emanating from Pakistan and are usually of a particularly poor quality.



Two clubs had asked that from 2017 tyre contract monies collected from the class tyre suppliers cease going to the national championships and be used to generate club karting and be actively used for the member clubs. It was explained that the tyre suppliers who in the case of Rotax and Tal-Ko are also the class owners use the method to award their nationally successful drivers, the money does not go to the Super One at all and for the last few years the tyre suppliers had agreed that 15% of the fund should go to an ABkC Club Development Fund. Until this year supporting Kartmania so that clubs could continue to have free stands and for our information mall this fund has not been fully used. When the classes are re-homologated for 2017 the class owners will choose the tyre to be homologated along with the application, and in the case of Cadet and the British Championships the MSA will tender and ask for promotion to be included for the class and in the case of the Cadet tyre tender, the clubs too. The ABkC will have to find another method of funding the Club Development Fund. It was noted that the tyre suppliers or class owners are always willing to consider promotion for club events and some give considerable amounts over the year. Others said that tyre costs are a substantial proportion of a driver's budget. The MSA has asked for a bar coding or similar system within the Cadet tyre tender and there are

already several applications available to monitor tyre usage. It was also noted that some IKR events restrict tyre usage or mandate a long life tyre, whereas in others some drivers possibly spend more than at an MSA event. In the end the motion was not carried.

Chairman's Address

Colin Wright said that as we close to 2015 the year has produced some great racing across the UK. Kartmania was well supported and had a real buzz about it, it was good to see more trade support. Clubs report a drop of around 10% and license holders are down again, however if we look wider then with A&D, Club 100, F100, IKR, Daytona the overall sport is in a good position. We, the ABkC and MSA cannot afford to be complacent, we need to strive to attract the Seniors back to regulated karting, we cannot afford to see these dwindle and leave us with a junior discipline. 2016, with the dropping of medicals, introduction of libre to suit smaller clubs and the ABkC petitioning for the removal of the ARKS test we could see an upturn in drivers within regulated MSA karting. The introduction of the new nosecone could be a gamechanger, it will change mentality but will need some added bodies from clubs who may already be struggling for volunteers, some guidance from the MSA as to a standard of monitoring would be important. We need to build relationships with IKR as both sides can "feed" each other and improve our shop window when ever increasing costs are hampering many staying MSA, some clubs are to be applauded for looking into tyre passport systems that would require driver to run more than 1 meeting, this is common in IKR and in all higher echelons of Motorsport, we NEED to action and support to keep this high cost down and it encourages people to race more. Both the ABkC and the MSA need to be more effective in making decisions quicker, the world moves so fast, our customers have other options and we need to be mindful and responsive to them. We need guidelines in responding in a timely manner as business' do to their customers, it's not professional or courteous to take so long. For 2016 the MSA will run a 6 month review of karting and perhaps we need to take some learnings from IKR events who are able to respond quickly to local customer needs and address in a timely manner, if we can jointly get that right we could see our "side" of the sport grow for the highly affected senior grids. Approximately 5, maybe 6 clubs seem to be doing very well numbers wise and we need to be relevant to them, arguably they are successful business' and do not need the ABkC or even the MSA to continue their success, drivers want grids and a well run meeting. The smaller clubs are the ones that really need our help, the MSA has been very proactive at funding these clubs via the development fund and yet numbers are still down,

perhaps money is not the answer! Perhaps we and the MSA need to work closer with those clubs to see what advice, assistance and learnings we can pass on. Yet clubs need to at times help themselves. In Martin Capenhurst we have a great Club Committee leader and yet no clubs respond when Martin reaches out with our offers of help? The ABkC should be a force for change, an organisation that strives to implement and embrace the new, failure to do that will render us impotent and irrelevant in today's busy world and the pull on our customer's time. So as we close 2015 we have seen some clubs increase, many struggle and some looking to build out their IKR offering to maintain a profitable outlook, some of the consistently biggest seniors grids this year have been there and all credit to them for giving the karters what they want and when, we perhaps need to learn from that if we are to have a successful 2016! I desperately want EVERY club to succeed, the smaller friendly circuits where fun seems to come first, to support those club committees who try their best to grow the sport with their passion. I visit many of the smaller clubs and IKR and passionately hope that we can do everything we can to help these clubs, if they chose IKR to survive then we should still work with them and see the sport succeed. We need to be relevant to these clubs all across the country and really help as much as we can to see them survive and more importantly prosper! There is a perception that the "bigger more fashionable" clubs are favoured, this perception has to be disproved and 2016 should be when we really start delivering more value to the smaller clubs! I am open, stand for openness and transparency, we need to communicate with our customers, inform them and they will come with us and submit ideas. Personally I would like to see O plates split down and single classes going out to more clubs, 2016 we see Bayford host Honda Cadets and I fully expect them to put on a stunning event with potentially record numbers, Forest Edge running 177 will replicate that and see possibly a C final for the class. The smaller clubs deserve a chance, if we don't give them our commitment then we are only thinking short term and the damaging effects of that over the longer term are not worth considering!

Secretary's Report

Graham Smith said we had 29 clubs in membership again this year only NATSKA did not renew in 2015 but have now re-joined for 2016. We thank the clubs for their support of the ABkC. The clubs reported a total membership of 4049 which is down a bit on the 4436 reported in 2014 and licences are likely to be down a hundred or so again too. We have issued five newsletters throughout 2015 to keep the clubs informed of developments and proposals, also mostly

printed in the magazines. We sponsored club karting at 2015 KartMania with seminars and advice to newcomers and both ourselves and the MSA were kept very busy and we will be at Autosport again, but on the Super One stand. The website is getting inquiries for DVDs and brochures at a rate of about 1400 per annum, from prospective new kart drivers. The Start Karting brochure was re-printed and distributed as usual and the 2016 version will be out for the Autosport show and available for clubs to use in their own promotions. Our promotional videos were all refreshed at the beginning of the year and are available on Youtube through our website. The club development fund allocated the full amount of £5957.50, and there will be £3045.00 available for 2016. It was noted that the MSA has also supported kart clubs with £32,000 from club development. We work closely with the MSA and have representations on all relevant committees. Initiatives supported include Race n' Respect, coaching courses, child safeguarding and we were pleased that medicals for short circuit karting are no longer required after our lobbying. The Clubman and Libre regulations mentioned last year are now on the MSA website. A year long project to find a new exhaust for Honda Cadet which is the most popular class in the UK was finalised with the exclusive three year agreement going to DEP Pipes. They are now available from a variety of relevant outlets. Thanks go to Kelvin for this work and for the revised 2016 Honda Technical Regulations and new scrutineering tools which will be available shortly at a subsidised price to clubs that have Honda Cadet.

Treasurer's Report

Graham Smith also gave the Treasurer's Report and distributed the audited accounts through to 31 October. The tyre income for prize funds tends to straddle accounting periods so the 2015 accounts show income at £14308.01 (£45519.35 in 2014) and expenses at £29377.13 (£30505.23 in 2014 plus £200 for cheques later found not to have been cashed) so a loss of £15069.12 (compared with a profit of £14814.12 in 2014). The amounts vary depending when the tyre funds are paid in, which will amount to £20,300 of which £17,255 is their support for their classes in the national and British championships in Super One and Super 4 direct to the drivers and the remainder as support for our club development fund. So stripping out tyre prize funding the loss on the year is £8039.12 compared with a loss of £443.68 in the previous year. Much of that loss is due to the £5000 sponsorship of the Kartmania show, to allow kart clubs to continue with free stands and to promote karting at our information area. The cheque account stood at £3658.10 and the deposit account at £21989.44 at 31st October. The prize fund and club development funds are lower due to

reduced entries in some classes of the Super One. Miscellaneous income includes O and E Plate concession fees. Here is a summary of the club development support over the last two or three years:

Kartmania Show £5000 less contribution from ARKS of £1250 to shows, Balance from ABkC £3750

Cumbria KC – Hot pressure washer for Lets Go Karting equipment £500

Llandow KC – contribution to Lap Timer Display £500

South Yorks – contribution to Lap Timer Display £500

North of Scotland – contribution to lap timer display boards £500

North of Scotland – new flags for marshals £315

Shenington KC – contribution to new showers £500

Lincs KC – contribution to countdown timer board £500

Llandow KC – contribution to new timing system £500

North of Scotland – contribution to suits & helmets £500

Cumbria KC – wetsuits for seniors doing taster sessions £500

Lincs KC – contribution to timing tower purchase from PFI £500

Llandow KC – contribution to marshals apparel £500

Camberley KC – contribution to track extension £500

For 2016 up to £1250 is committed to subsidising the cost of the new Honda scrutineering tools to clubs.

2016 Steering Group

The 2016 ABkC Steering Group therefore consists of Colin Wright (Chairman), Graham Smith (Secretary and Treasurer), Nigel Edwards (Vice-Chairman), Keiran Crawley (Direct Drive Technical), Paul Klaassen (Cadet Technical), Kelvin Nicholls (Honda Cadet), Phil Featherstone (Gearbox Technical), Grahame Butterworth (Hunts), Rob Dodds (Forest Edge), Malcolm Fell (Cumbria), Colin Lipscomb (Llandow), Martin Bean (Buckmore Park), Steve Wren (Lincs), Martin Capenhurst (FP4K). In addition there are representatives from the BKIA (Peter Catt), MSA/ABkC Championship promoter (John Hoyle), the MSA Bambino Championship (Dan Parker), the Scottish, Northern Ireland and Northern associations (Carol Blanchard, Stephen Tosh and Sue Fairless), and the two non-voting Presidents Steve Chapman and Russell Anderson. Tal-Ko and JAG are able to send observers, as does the current Driver Representative John Pike. Clubs and drivers should feel free to approach members with their views or feed back through Martin Capenhurst who leads the Club Sub-Group.

Alpha Timing Presentation

Will Tew and his colleague gave a presentation of the latest additions to their timing and club management system, including the ability to log bar codes on engines, chassis and tyres. He demonstrated the ease of using

the bar code scanner and adding the information to a database to monitor tyre usage. He said the additional licence for such a system to a club already running their timing system would be about £40 to £50 per month. He confirmed that they timing system now has the capability to be used with either TAG Heuer or Mylaps (AMB) transponders.



Track Limits

Clubs will be aware of the revised track limit regulations for 2016. It would be advisable to review the white lines on the track and if necessary to make sure these track limits are correctly placed and there is no dispute as to whether the track limit is a kerb (suitably marked) or a white line. Any changes should be done with MSA permission.

Regulation Changes for 2016

All of you will now have received your 2016 Gold and Blue Books and of course they are available on the MSA website to download. Most of the 2016 KTE class approvals for those classes not in the Gold Book are also available on the MSA and ABkC website as well as the Bulletin mandating the new Honda Cadet exhaust from 31 March (but always in the Super One) and a TKM class correction. Honda Junior and Senior have been granted an exemption for the use of the new CIK moveable front fairing for 2016. Please read these documents and make sure your club members are aware. There is a small change in the entry form declaration requirements relating to drug use. The MSA has confirmed that the reference to a medical must remain in the entry form declaration even although it is only needed in short circuit if a driver has had an issue with his self-declaration or for an International licence. This is an insurance requirement. Did you know that the MSA no longer send out the Rule Changes supplement in their magazine? To see a summary of the more recent changes to the Blue Book refer to the Autumn Rules Changes on here:

<https://www.msauk.org/assets/rulesautumn2015.pdf> which include revisions to Tyre Testing.

Clubs will be aware that the restriction on younger Foreign drivers has been relaxed by the FIA. Foreign drivers must have a national licence and a letter of permission from their ASN. Special regulations on assessing their competence apply, see H26, they must sign a special declaration and receive a special briefing. Of course the race meeting must be on the International Calendar via an NCAFP application which costs £165, a fee which is continually being queried by the ABkC. Drivers from outside the EU still cannot score championship points, only trophies on the day. All foreign drivers, possibly including those from the Channel Islands and the Isle of Man should really ensure they have travel insurance covering their sporting activity, medical costs and repatriation as the NHS will charge.



The DEP Honda Cadet Exhaust

Trent Valley Kart Club is already mandating on the new front fairing and no doubt will pass on tips to other clubs on monitoring the use and misuse. The penalty is 10 places and Judges of Fact assessing the state of the front fairing on completion of a race will have to be named in the programme.

Race 'n' Respect Seminars

The MSA has now almost completed the whirlwind tour of seminars training clubs about the Race 'n' Respect guidelines for 2016. Clubs must name in their race programme an individual, usually the Comp Sec, Club Secretary, Club Steward or Championship Co-ordinator to be the point of reference at a race meeting. The Race 'n' Respect guidelines must have a reference in the regulations, along with the Judicial Trial, and the guidelines appended to these regulations.

Kartmania Report

Steve Chapman reported on the ABkC information area at the show, saying the Kart Mall worked well with a mix of NKA and BKIA staff blending with ABkC personnel. There were karts on display from most of the popular

classes and potential new drivers were guided to the most appropriate club or venue and if the club was present they were sent to it. It was noticeable that some came back for further information after visiting a club stand. Some of the Round Table discussions worked very well and some could over run with no problem. He said it was disappointing that more clubs had not taken up the offer of a free stand subsidised by the ABkC.

As well as the Start Karting brochures that are available for clubs to request from the Secretary, also available is the flyer showing how to get a licence, see below.

Thanks to all clubs who have already renewed their 2016 membership and if the others could see their way to complete and return the membership form that would be greatly appreciated. May we all from the Steering Group wish all clubs, officials and competitors a very good Christmas and successful 2016.

As always comments from clubs and competitors are very welcome.

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

Six simple steps to get your MSA Kart Licence and go racing!

This exciting sport is for all ages from 6yrs (Bambino), 8yrs (Cadet), 11yrs (Juniors) and 16yrs (Seniors). For most of these a half day proficiency test is needed to obtain your MSA licence.

First – buy the MSA 'Go Karting' Starter pack, from the MSA Shop on their website www.msauk.org. It costs £60 but that includes the cost of your first licence and your parent or guardian's licence if you are under 18.

Second – Go to your local kart club and see which class suits best, and which are the most popular before buying a kart. There will also be plenty of bargains at the Show. Visit the ABkC representative in the Information Centre for a discussion about which class is best for you.

Third – Consider a day's tuition at a professional ARKS School, details on www.arks.co.uk (ARKS, Association of Racing Kart Schools).

Fourth – Only if you plan to race on the long circuit motor racing tracks (or cannot answer all the questions in the licence form) will you need a medical from a doctor.

Fifth – Book your novice driver test – you can take it at one of the ARKS Schools or at many of the kart clubs, it costs £98 for 2016. There is a driving element and a questionnaire to answer, read about all the regulations you need to learn in the starter pack. You will need your own kart for the test, or you can hire one for the day from the school or a local team or kart shop.

Sixth – If you did not need a medical (see 'Fourth' step), once you pass you can send off for your licence, or you could race that same week and send for the licence afterwards.

Bambino drivers and Clubman/Tyro drivers using lower powered karts do not need to buy the pack or take the test. Bambino's have their own structured training programme, and Clubman will be observed for competence before racing. Ask at the Information Centre for full details.

Good luck, come and enjoy this great family sport!

ABkC Association of British Kart Clubs

MSA MOTOR SPORTS ASSOCIATION UNITED KINGDOM

pictures courtesy of kartpix.net & TSR Productions