



NEWS

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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

From the September Steering Group meeting

The late September steering group meeting was one of the largest ever, with guests from JAG and Tal-Ko now included plus John Pike who has offered to set up a linked Drivers Association. Also present as a one off guest was Dan Parker from Zip to discuss the Bambino class. Unfortunately Colin Wright had to attend to an urgent business matter so Nigel Edwards chaired the meeting. Simon Blunt, the new MSA General Secretary, and Cheryl Lynch represented the MSA on this occasion.

Circuit round-up

Starting with a round up from the circuits the numbers seem to be holding up well and indeed the MSA reported an increase in race entries and permits from last year. High points include having an extra 60 NKF competitors at Wombwell boosting their last entry to 110, having 23 KZ UK entries for ABkC Super 4 at Kimbolton and a big entry of Honda Cadets at Bayford forming half the total entry there. Paul Klaassen and his team have received congratulations from the CIK for finding the cheat engine in KF. Rowrah have completed their £60k Lets Go Karting training building, a massive investment for Cumbria Kart Club. There was concern expressed that some circuits are allowing 6 year olds to practice in Cadets when they should only be allowed out in Bambino karts and not mixed. The ABkC congratulates all the new British and National champions and the seeded drivers for 2015. The lists will be put up on the new website when it goes active. Meanwhile congratulations too to those winning entries from the Super One, courtesy of JAG, for the Rotax Grand Finals at Valencia, who are: Dave Wooder and Sandy Mitchell for Juniors, Joseph Reilly and Jack Bartholomew for Seniors and Adam Glear for DD2.

There have been far too many incidents involving abuse this year, either between competitors or their parents, or between competitors and officials. There are on going cases, some awaiting completion of police investigations. The MSA representatives said that they have zero tolerance, and that they would fully support

any official who has received abuse. Anyone has the ability to call the Police if they wish. Landowners have the ability to ban anyone from their circuit. There was some concern that if a PG licence is suspended, another parent can take another out. There is a move afoot to ensure teams have entrants licences and use them. The 2015 seminars will have a section on judicial matters including interpersonal skills. There was also a discussion on IKR, and it was noted that one circuit has moved to having a control tyre to cut down the costs of open formulae. All agreed that we must make MSA racing more attractive and reduce costs and the MSA said they are investigating having stronger links with the National Karting Association.

Drivers Association

John Pike, who is KZ driver, was thanked for offering his services to set up a Drivers Association. He will develop a website and Facebook page and Richard DeHavillande has offered to help with advice. Strong links will be established to the ABkC and MSA websites to ensure drivers are informed of upcoming regulation changes etc. John will continue to be invited to the steering group meetings, and consideration given to including a drivers rep in the constitution for the 2015 AGM. Cheryl took the opportunity to remind everyone of the MSA Social Media Guidelines http://www.msauk.org/uploadedfiles/press/MSA_Social_Media_Guidelines.pdf.

Recordings

A proposal to ban competitors or team members from recording comments by officials, or during a judicial inquiry, was requested. It was agreed to propose an amendment to the Gold Book Appendix 4 so that it covered all clubs, rather than having each club having to amend SRs.

MSA Matters

Simon Blunt informed the group that there had been an over 3% increase in participation this year from last which is really good news. He also announced a reduction of the cost of the ARKS Pack to £60, still including the licence fees, so in fact that reduces the

effective pack price to only £6 for an under 18 driver. This move was welcomed by the group and they further urged the MSA to consider using on line methods in future to reduce cost and complexity of getting started. ARKS Schools have also offered to reduce the test price to £50 for 2015 on a trial basis and ARKS are consulting with the clubs that have ARKS Examiners to see if they want to stick with £95 or follow the Schools and reduce to £50. Start karting packs are available to clubs and schools on a sale or return basis at £55. There were some differing views whether the licence fee should be in with the cost of the pack or whether the pack should be a loss leader kart taster. Simon also announced that the National B and below licence fees, per capita and insurance fees would be frozen for 2015, and that certain championship permit fees would be lowered. Discussions on the need for medicals for kart drivers are still under discussion. There are still on going discussions on adopting the CIK Historic kart regulations with some modifications, and following the re-launch of Tyro as Clubman, a list of compatible engines for drivers who would be able to take out a licence without a medical or ARKS Test. It was agreed to set up a working party meeting to review the actions required for class homologations for 2017. The MSA was also requested to find a way to publicise regulations that have been amended through consultation and agreed at Council, without waiting for the next quarterly magazine insert. The review of Child Protection guidelines (now called DBS instead of CRB) is still on-going. The licences to early September were 3734 and packs sold were 463 (compared with totals for 2013 of 3986 and 852).

Cheryl Lynch announced that the MSA would be proposing to sanction a new MSA Bambino Championship in 2015, the promoter would be Zipkart with Dan Parker as the co-ordinator and the lead club taking out the permit being the ABkC. A request was put in to favour the smaller clubs with the rounds of the series. It would not be for racing of course, the time trial system would continue. It was announced that 41 warning letters have been issued to competitors having too many penalties at meetings, and three licence suspensions enforced. The MSA is now able to give the real statistics on the number racing in each class and perhaps these will be publicised in due course. Currently Honda Cadet is the biggest class followed by senior Rotax Max, and Shenington the track with the most entries, followed by Whilton Mill. Regrettably 97 returns have not been made by certain clubs, and those clubs that are not sending their class data back are urged to do so otherwise a false idea of the size of some of the smaller classes may be made. With more good news from the MSA they said that officials attending the seminars next year will have their mileage expenses

paid, and their lunch. A letter to clubs clarifying the track limit rules is still to go out. Jess Fack is collating both the MSA surveys and the ABkC club survey results and it was noted that the Lets Go Karting brand will be re-launched.

ABkC Website, 2015 O & E Plates, Grants to clubs

The ABkC has commissioned a new website which should be on line soon. ABkC and ARKS will be at Kartmania along with representatives from the MSA and are looking to have joint 'First Steps in Karting' leaflet available. It was considered that not enough of the big importers are supporting these shows, and every encouragement should be given to get them along. All MSA clubs get a free 3mx2m shell stand at Kartmania, all they need is public liability insurance, which the organisers can do at £25 if they do not have enough cover, and £95 if they need power for a TV/DVD etc. Shenington's bid to have the new E Plate for all the classes to be awarded at their SuperPrix on 20/21 June was accepted. The Rotax and Cadet O Plates will be at Rowrah on 18/19 April and the Junior TKM and TKM Extreme O Plates at Kimbolton with the Festival on 8/9 August. Those others who put in bids are thanked. It was agreed that the O Plates no longer need to have control fuel, although it was recommended that an alternative such as specifying a local pump should be used, and / or with appropriate random fuel tests.

Club Development bids were agreed for North of Scotland Kart Club for £315 towards their new marshal flags, for £500 for Lincs KC for a lap timer display, and for £500 towards the new shower block at Shenington. There are still funds available and a new tranche coming for 2015, so clubs should request an application form from the Secretary. We are very sorry to hear that Golspie has been inundated by the sea again and hope the track can be back in use as soon as possible. Ay Nik Kart club in Cyprus is looking for flags, banners or posters to brighten up their track, contact sballard31@googlemail.com if you can help.

Technical

A summary of the proposed amendments to the 2015 class regulations were circulated. All the senior classes will permit experienced drivers with a National A licence to race from the age of 15 if they meet a minimum weight which will be in class regulations. It will be mandatory to have circlips on the end of the a Cadet axle (this used to be the case but got dropped out of the class regs somehow.) Also for IAME Cadet: "Any device mounted on the kart to aid in the cooling of the engine is strictly prohibited, unless stated on the MSA homologation fiche." TKM will permit internal inserts on axles in the critical areas, the regulations are tightened up on rear bumpers and engine modifications following various issues this year. They are also introducing a new

intermediate weight level in TKM Extreme. The regs will permit Tal-Ko to mark any component which has found to be ineligible. There are only minor changes in Rotax, and for KZ1 the new CIK homologated marked axle will not be mandatory. Standing starts pros and cons are still being discussed but it was noted that a majority of Rotax and Honda drivers still voted in favour at the recent Super One meeting. There is great concern about the deliberate abuse of the clutches. Grahame Butterworth explained what had happened about the rogue engine tuner supply cheat engines in TKM, and that they have now issued a press release offering discounts on swapped parts. There was a request to increase slightly the class weight in Honda Cadet so weight surveys were carried out at Super One and at Bayford Meadow. Although the major teams and some parents supported a weight increase the evidence from the circuits did not support the need and it was turned down for now with the intention to carry out further analysis. In any case the MSA view was that if it was increased a minimum driver weight would have to be put in. On gearbox it was noted that three 450cc engine registrations are expected. A proposal to modify the 250 National engine registration document to allow smaller (e.g. 175cc) engines with six gears for the next registration period starting 2016 was supported.

A main discussion point was regarding the new detachable or 'droop nose' front fairing as per 2015 CIK regulations. The MSA Kart Technical Sub-Committee had a demonstration of the new front fairing and attachment. It drops to the ground with contact of about 5mph, and then the driver should come into a repair area to put it back in the normal position, or if he can't will have a time penalty applied. Only bodywork to the new CA20 homologation will be manufactured in 2015. The front fairings will have an 8 screw mounting plate, which can take either the detachable 'ramps' or the conventional current fixing to the front bumper bars. The cost of these parts will be less than £10. So the MSA is proposing to Kart Committee that the new type detachable front fairings will not be mandatory until 2016, and subject to class or championship regulations, but there could be a trial during 2015 in the British and National Championships. There were several points of concern, including whether it would drop down if scraped on the ground for a TKM push start, and how it would interact with MSA steel bumpers both in the normal and dropped condition. The MSA undertook to have real trials during this year. A point of contention is whether the plastic parts and the mounting bars from different homologations can be interchanged even although they may be identical in appearance and on the fiche drawings. This is not currently allowed, if a new sidepod or front fairing is

purchased and has a different or newer number then the bars must also be changed for the same number so the crash test integrity is maintained. However a proposal to allow interchange has been put forward, although it is unlikely this could be approved for 2015.

The KTG also had an update on the proposed KF engine for 2016 where it has now been decided to use a diaphragm carburettor rather than a float chamber type. A power valve would be retained but by losing the electric starter, clutch and battery at least 5kg is saved. Final decisions will be made in due course.

The minimum driver weights for 2015 are as follows, most of the junior ones in the main classes are unchanged, the senior weights shown are for those under 16 and over-ride any other minimum class weight (all in kg). MiniMax 39kg; Junior Max 42.5; Junior TKM 38; Junior Blue 38; X30 41; Honda Junior 43; TKM Junior 4-stroke 38; KFJ 40.5.

And the minimum weights for seniors under the age of 16 are: Senior TKM 46; Rotax Max 52; Formula Blue 46; KGP 56; X30 54; KF2 50; TKM 4Stroke 54; World Formula 56; Honda Senior tba.

Gearbox is not affected at the moment.

Annual General Meeting

The Annual General Meeting will be held at Donington Park Farmhouse Hotel on Tuesday 9th December starting at 11 am with a sandwich lunch. Clubs are invited to put either formal proposals for discussion which must be seconded by another member club, or informal discussion points to the Secretary within 2 week prior to the meeting. Nominations for the 2015 Steering Group are also required to the secretary from the nominated club official, again within 2 weeks prior. The nominations required are for (with current incumbents in brackets):

Chairman (Colin Wright); Secretary (Graham Smith); Direct Drive Technical (Keiran Crawley); Cadet Technical (Paul Klaassen); Gearbox Technical (Phil Featherstone). Any club can nominate for these posts above. For the remaining seven general posts the nominee should be a club official or member – currently Martin Bean (TVKC), Steve Clayton (SYKC); Rob Dodds (FEKC); Nigel Edwards (TVKC); Malcolm Fell (Cumbria); Colin Lipscomb (Llandow); Kelvin Nicholls (Buckmore).

All interested parties are invited to the AGM.

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