



# NEWS

## April 2015

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### News from the March Steering Group meeting

A well attended Steering Group meeting covered many items, much of it looking to the future success of our sport. Going round the reports from the clubs a perennial problem seems to be the long drivers briefings, thought unnecessary except for novices. The other issue is the perennial one of driving standards. Several reports from successful IKR meetings were heard. A race director as a ‘Dictator’ seems to work to improve driving standards and make for a more relaxed meeting, even although most of the drivers and officials are just the same as the MSA meeting. Some clubs were concerned that there were too many classes wanting entries. Clubs getting Super One meetings this year reported an upturn in entries and there were reports of good growth in the gearbox classes and in Max 177. At least one club is going to be charging teams a £50 deposit, returnable on seeing a tidy pit space left at the end of the weekend. Juniors are low in Northern Ireland but on the mainland it is the seniors who are low on entries. Clubs are urged to welcome potential newcomers, give them information, and try and offer them taster sessions at low cost.

### Medicals for short circuit on the way out

Nigel Edwards, Chairman of Kart Committee, has had a fruitful meeting with the Chairman of the Medical Advisory Panel resulting in a proposal to go to the June Council that from 1.1.16 (or earlier?) that short circuit karting will only need a medical self-declaration. The questions may be reviewed and expanded apparently. For Long Circuit there will need to be a medical at the entry to the discipline, then self declaration to age 45, thereafter annual medical. This is great news if it gets through Council. International licences will still need medicals of course, being an FIA rule.

### Mechanics Licencing . . . Marketing our sport

A working group has been set up to progress the issue of licences for mechanics, which would include some insurance cover and hopefully a DBS check, and the group will also draft an ABkC Team Charter. This could complement the MSA Race’n’Respect initiative and the

MSA are very supportive. Another working group has been set up to determine the best way of marketing the sport and the Association. Some clubs are doing leaflet drops in their areas. The request button on the ABkC website has resulted in 280 DVD’s and Start Karting brochures being posted out to interested potential drivers since November. Clubs are urged to put links for the promotional videos on their own websites. A really informative and well illustrated document used in some other countries and aimed at juniors and parents has surfaced, and a group will adapt this for our UK sport. There was also the comment that we need to vastly improve retention of existing drivers. Links are being developed with the National Karting Association, the group for the commercial circuits.

### Kartmania, the Shows, and Drivers Association

Another group is working on the partnership with Kartmania, hoping the MSA will come on board too, and it was resolved to put forward some financial help so that our member clubs could exhibit even more easily. Martin Capenhurst put in a plea to all clubs to put on a link to [www.kartmania.co.uk](http://www.kartmania.co.uk) on their websites and to check if their club listing was up to date. The ABkC had its stand at the Autosport Racing Car Show, see below.



*Malcolm Fell & Graham Smith, on the Autosport stand*  
It was also resolved to change the constitution at the next AGM to allow for a Drivers’ Representative to

formally join the Steering Group. Several clubs have still to renew their 2015 membership and that could jeopardise their members racing as guests at member clubs.

### MSA Update

The MSA noted to us that quadcopters or drones are not permitted to be operated by members of the public at MSA permit events, only if under the control of the organisers and by a CAA licenced pilot. Positive steps on reducing costs have already taken place and more are in the pipeline, which were welcomed by the steering group members. The MSA's Child Safeguarding Policy will be published later this month and the current Judicial Trial with the Stewards deciding on penalties is to be extended to the end of the year, with trials at more clubs than a proposal being made for the future. Clubs wishing to be included should contact Cheryl Lynch. The recent Clerk of the Course seminars were well received, with discussion on driving standards. A discussion group is continuing to meet to discuss the 2017 class homologation procedures. Clubs are urged to make sure they are returning the compulsory Class Data form after each and every meeting, the accuracy of the data on the numbers in each class is important for future decisions. The updated 2015 form is available on the MSA website, in the club resources section.



*Promoters, MSA & members of the Press on the new MSA stand at Autosport, from left to right: John Hoyle, Rob Jones, Salvatore Murtas, Chris Walker, Cheryl Lynch at the Race'n'Respect launch*

### Coaching Courses commence, ARKS Video released

The MSA Level 2 Motor Sport Coaching award courses are now being rolled out, and interested parties can register their interest here: <https://www.surveymonkey.com/s/3SCNMRX>. In time there will be a Level 1 one day introductory course which could be useful to karting Dads and Mums, as well as mechanics. Also the ARKS Start Karting Video that is in each Go-Karting pack is now freely available on the ABkC and ARKS websites. This makes it easier for a novice driver to learn what is needed for the novice driver ARKS test.

### MSA & ABkC Technical Update

A long discussion ensued on the CIK detachable front fairing, some reports stating it greatly reduced bodywork damage and led to better driving standards, and others concerned about the safety. The CIK has now withdrawn its use and reverted to the 2014 attachment. There are also discussions on the mix and match of steel bars and plastic which may or may not be dual marked with current and previous homologation numbers. Generic regulations from the MSA for the Clubman classes (formerly Tyro) where no medical or ARKS test is needed but power is limited, and for Formula Libre to group classes in a single race are expected from the MSA very soon. JAG reported that the Rotax EVO engine will not be introduced in the UK this year and a decision will be made to the MSA and ABkC by the end of June. The Kart Technical sub committee had a presentation about how one manufacturer believes he has found the reasons for axle breakages, and how he has designed the solution by using a different design for the key ways, the keys and the grub screws, see images below.



*Example of the current keyway system and of Lucas Axles new registered design*



*Lucas Axles axle collar, and their ball nosed grub screw*  
The MSA is going to consultation on not allowing unused key ways outside of the bearing hangers, for direct drive only on axles of 40mm or greater. Also all gearbox karts would have to have 3 equidistant bead retention pegs on the outside of the rear wheels. This is already mandatory in long circuit and 250's. Bead retention is mandatory in Long Circuit inside and outside, referring to the lip or ridge inside the wheel rim. Also for consultation are that for Long Circuit all rear axles must be fitted with a circlip or similarly

effective hub retaining device. And in all classes it will be mandated that tyres will only be allowed to be filled with air or nitrogen. As always keep an eye on the consultation area of the MSA website, and make comment if you wish.

#### **Cadet classes**

On the ABkC technical side there was a discussion about the class weights in Cadet, to take into account the great difference in weights and abilities from age 8 to 13. There could be an introduction of a minimum driver weight, just as has happened in Juniors and under 16 seniors. Work is continuing on developing a new and more equal exhaust for the Honda engine, and any change will be promulgated by mid-year. One possible solution is shown below. It is lighter than the current.



#### **Gearbox classes**

Applications for new engines in the 250 National class for 2016 and beyond have now closed, one 175cc and one 250cc engine submitted. The Gearbox group will be working on the 2016 draft regulations, and also looking at rear bumper regulations. There are some 450cc 4-stroke engines wishing to race even although their engines are not on the new registered list, and it was thought individual grandfather rights may be exercised for 2015, only affecting long circuit. Engines from Honda, Yamaha and KTM have been registered. Some members complained that valuable information contained in the monthly MSA Scrutineers News is not getting out to club officials. Clubs should note that they can contact the Technical Department to add an email to the mailing list.

#### **Special numbers**

Requests were received to re-instate O Plate meetings for Rotax Max 177 and World Formula, and to put back the seeded numbers issued to the national classes to 1 – 15 instead of the currently agreed 1 – 10. These requests will be put to the Kart Committee meeting. The World Formula request was turned down but Max 177 will be considered for 2016, whilst seeded numbers for 1 – 10 will not be changed.

#### **Bambino Training**

Successful Bambino training days have been held, as all new Bambino drivers must undertake the official training programme which is available on the MSA website in the Resources – Licencing section. Without this a licence will not be issued.



*The Bambino Training Day at Sherington  
With Instructors Terry Bateman & Martin Capenhurst  
Along with Zip's Dan Parker*

#### **O Plates for 2016**

The criteria for the 2016 ABkC O Plate meetings was discussed and it was noted there is no objection to single classes being run at all different clubs. Nevertheless it makes more sense for say MiniMax, Junior Max and maybe Senior Max all to be at the same venue, or all the TKM's or all the Cadets together. Either way these meetings are an opportunity for smaller clubs to run a prestigious event and clubs are encouraged to think about applying. Applications will have to be made at least 14 days before the September ABkC meeting, and clubs will be given the opportunity to present their case in person. It is hoped that we can receive some unique and innovative proposals bearing in mind the need to have a good entry and support from the class owners.

#### **Stop Press: Honda GX160 Regulations**

An amended version of the Honda GX160 Technical Regulations V10A have been issued effective 24.4.15. They can be found on the MSA or ABkC websites. Please let your Honda members know about it.  
(Editor Graham Smith, email [secretary@abkc.org.uk](mailto:secretary@abkc.org.uk))