



NEWS

October 2015

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Notice of Annual General Meeting 3/12/15

All clubs please note the ABkC Annual General Meeting will be held at Donington Park Farmhouse Hotel on Thursday 3rd December starting at 11am. A sandwich lunch will be provided. The Hotel is next left after the Paddock entrance to the race circuit and parking round the back of the hotel. The postcode is DE74 2RN. Clubs should put forward their nominations for the 2016 Steering Group for the following categories, along with confirmation of a willingness to serve from the nominee. The posts to be elected are:

Chairman; Secretary; Direct Drive Technical; Cadet Technical; Honda Technical; Gearbox Technical which can be from any club, and seven general places from clubs putting forward a member. Each member club has two votes at the AGM and observers are welcome from competitors, teams and the trade. This is your chance to express your views about karting and the ABkC.

If a club wishes to put forward an official agenda item it must be seconded by another club but there will be an opportunity for any questions or topics to be put to the Steering Group after the close of official business. Nominations and topics need to be with the Secretary by 19th November. The draft agenda is:

- 1 Apologies
- 2 Approval of the minutes of the 2014 AGM and Matters Arising
- 3 Chairman’s Report
- 4 Secretary’s Report
- 5 Treasurer’s Report & Summary of the 2015 Accounts
- 6 Items formally presented: Amendment to the Constitution Section 6 to add a Honda Class Technical Representative to the Steering Group (from the Steering Group)
- 7 Nominations for 2016 Steering Group and Election. Followed by an Informal Q & A

Regulation Changes for 2016

It’s the time when all the changes to the 2016 regulations are confirmed, often following much discussion and consultation. As it is so important that all our club members and competitors know what is changing let’s go through them.

Race n’Respect

After a successful trial on the MSA Bambino and IAME Cadet championships this will be rolled out to all classes and all clubs in 2016, with a formal launch at Autosport. No longer will mechanics and Dads be able to signal to their drivers from the sidelines.

All classes

The ‘Car’ regulations for track limits detailed in Q14.4.2 will be applicable for karts, for any driver leaving the track more than twice may be excluded from the meeting. So Q14.4.2 states that the white line defining the track edges are considered to be part of the track, and that a driver will be adjudged to have left the track if any wheel goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb. Some tracks have no white lines and the ‘approved manner’ of marking a track edge has been referred to the MSA’s John Symes for clarification.

Here are some images for clarification:



Tyres can only be filled with either air or nitrogen.

Medicals will not be required for drivers in short circuit but still required for long circuit meaning that to race in long circuit the licence must be suitably endorsed.

Alternative CIK homologated **bumpers**, only as detailed on the MSA published list, may be used in lieu of those homologated with the side pod or front fairing. This means that an older or newer homologated bar, which is identical to the 'matching' homologation number and on the MSA list, may be used. So it might save a driver having to buy both halves of a matched set after accident damage.

Bambino

A class weight of 69kg will be introduced. The only official MSA Bambino Championship goes into its second year. A proposal is being put forward that six signatures for Bambino events would give a two novice race exemption for Cadet racing.

Cadet

A minimum driver weight of 27kg (with suit and helmet) will be introduced. The MSA should look sympathetically on requests for a waiver for anyone currently racing that does not meet the weight. Recent weight surveys did not show up anyone less than 27kg but there could be some.

Honda Cadet

There is a mandatory requirement for a fuel non-return valve fitted on the fuel tank breather pipe, to help prevent fuel leakage and fires. Search on EBay for "fuel non-return valve", they are only a few pounds and are used in many car formulae.

A new type exhaust is proposed for the class, it will be optional from 1 January and mandatory from 31 March. Target price is around £100 and it should help to level up the playing field from the multitude of exhausts manufactured in different factories.

The Honda GX-160 Technical Regulations are having an extensive re-write to incorporate eligibility measurements using a new tool set which will be available to scrutineers. The tool set target price is £100 but it is hoped that MSA and ABkC Club Development funds could help with the purchase.

Junior and Senior Direct Drive

The CIK front fairing moveable block will be optional from 1 January and mandatory from 1 March. For most this will involve just bolting a different detachable block onto the existing front fairing, but if the kart is not fitted with a fairing having the 8 bolt fixing point then a new fairing will also be required. However experience has shown that much less damage will be caused to bodywork and the savings on not replacing front fairings should soon be evident. All those who have seen the detachable front fairing in operation have commented on how much it changes driver attitudes to loading and

pushing. The proposal is for a mandatory no-quibble 10 place penalty if the front fairing has moved back during the race. The existing 5 place penalty for "Gaining an unfair advantage" will be increased to 10 places for compatibility. Clubs will have to devise strategies for determining whether the front fairing has moved back when the karts finish a race and name in the programme or bulletin the Judges of Fact used to make the decisions. It is hoped that the Judge of Fact decision will be applied directly to the results without appeal or interview. One suggestion for clubs to consider is that all drivers must sit in their karts until the Judge of Fact has made his or her inspection.

TKM Classes

Defined exotic materials to show there is a ban on ceramic bearings and use of tungsten etc. The option of the new EeziStart de-compressor valve for easier push starting will be available.

Rotax Classes

The option of using the EVO base engine but not the ancillaries. The EVO base has a different coloured head (red) and crankcase (black), and various other non-performance improvements such as a new con-rod and slightly different tolerances so is more like a well run in engine.

Gearbox Classes

Significant changes to the rear bumper lower and upper tube measurements which have been devised to minimise the effect on current karts except many may have to insert an additional tube which can be bolted in to meet the new requirements of a maximum of 95mm between any two tubes vertically. The change has proved necessary to avoid a front fairing going underneath the rear lower bar and lifting the front kart rear wheels off the ground preventing braking. The bottom tube needs to be between 40mm and 90mm above the ground in dry setup. Long circuit have been granted some exemptions to help with current karts. See the drawing in this newsletter for details.

A definition of bead retention is included in the regulations.

All gearbox karts rear outer rims must be fitted with three bead retention pegs for both wet and dry.

All gearbox karts must have valve caps fitted at the start of each race or practice.

KZ Classes

New homologated engines for 2016. Otherwise no change.

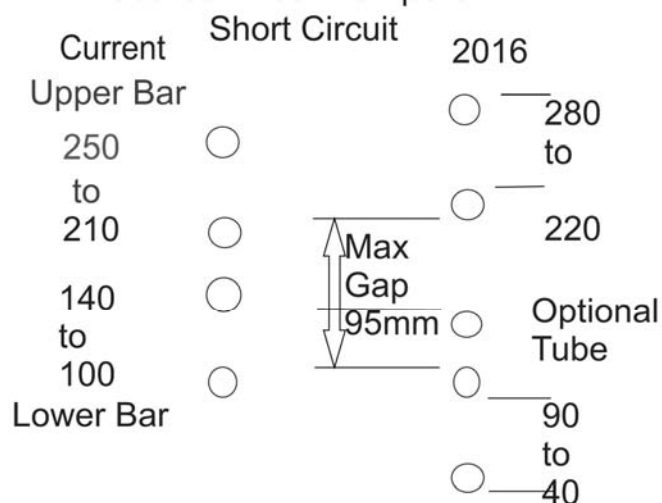
250 National

The introduction of the up to 180cc engines with class weight of 185kg and appropriate tuning rules. The only engine approved for use is the IAME X30 SuperShifter with electric start. Note that the chassis must still be a minimum 106cm wheelbase and the new engine competes for the same trophies and points as the 250's.

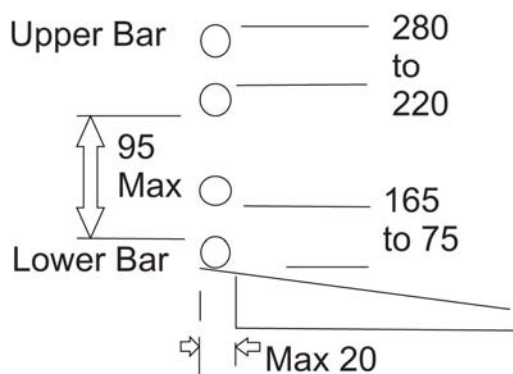
There may be one further new 250 engine but not yet confirmed.

Here is a guide to the new Gearbox Rear Bumper rules

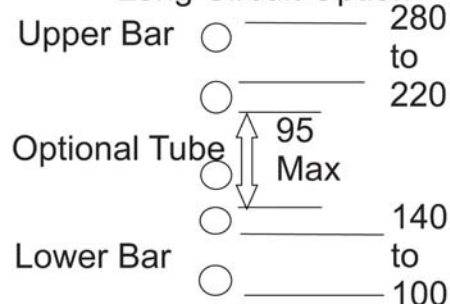
Gearbox Rear Bumpers



If a diffuser is fitted



Long Circuit Option



210 National

A slight change to the exhaust requirements –

Formula 210. All gasses leaving the engine must pass through a muffler with minimum active length 47.5cm, external minimum cross-section 100mm, with an inner tube of maximum bore 4.0cm which must have perforations over the majority of its complete length. The muffler must be connected to the exhaust tailpipe by a nominal 180 degree bend or if exhaust port is front facing then by a flexible or rigid pipe. The exhaust exit diameter of the canister must be no greater than 40mm.

Long Circuit only

All karts to be fitted with a fuel non-return valve in the fuel tank breather pipe.

All rear axles must be fitted with a circlip on the end or alternative effective hub retaining device. This could be as simple as a grub screw on the hub preventing the hub sliding past the axle peg.

CIK KF Engines

The new engines, previously known as OK engines, will be homologated in mid-November and then available for purchase at the base price of €2000 plus VAT. Front brakes will no longer be allowed in seniors. Class weights are to be 145kg for Seniors and 140kg for Juniors and there is also an OK/KF Plus class for drivers weighing over 80kg with a class weight of 155kg. There is a CIK Cup proposed for Mono cylinder engines like our 250 National.

Medical Concussion Form

All clubs should now be returning the new medical concussion form each meeting.

Foreign Drivers

The World Council have revoked the regulation preventing young drivers racing abroad, so from 2016 any driver can race in another country so long as they have a national licence and a letter of permission from their ASN. The ABkC is querying to the MSA why the cost of the NCAFP permission for foreign drivers needs to be so high, currently £165 per event to put it on the International calendar.

ARKS

After the trial this year of reducing the ARKS Novice Driver Fee to £50 it has not had the desired effect as licence numbers are still down year on year so it reverts to normal and will be £98 in 2016. The ABkC is querying the need for the increase and is to ask the MSA to drop the requirement. However the dropping of the medical for short circuit will help to alleviate this cost for some.

Judicial Trial

The MSA has not mandated on the Steward making the judicial decisions at all meetings yet but the trial at selected clubs is to continue in 2016. There is a feeling that they should concentrate on the bigger championship meetings as club meetings need to be kept simple and often there are not enough licenced Clerks to sit on the panel.

Kartmania

The ABkC is strongly supporting the Kartmania Show on 28/29 November at Silverstone by providing space for kart clubs to exhibit. Clubs are urged to book their space immediately with Martin Capenhurst, and please offer volunteers to man the exciting new Information Area. There will be seminars or round table discussions on the following topics: Clerks; Scrutineers; Running Race Meetings; New to Cadet or Bambino; New to Kart Racing; Basic Kart Maintenance; Child Safeguarding. Go to <http://www.abkc.org.uk/silverstone-all-revved-up-for-kartmania-2015/> for more information. The Show is also being supported by

the MSA with licencing and Start Karting packs available, and the National Karting Association for the circuits. Steve Chapman (protrain@emcourses.com) is organising the ABkC area and is looking for prizes from clubs for a raffle, if you could help please.

O & E Plate decisions

Following applications for the 2016 ABkC O Plate meetings and MSA E Plate meetings the decisions were to award the Rotax, IAME Cadet and KZ1 O Plate to Cumbria at Rowrah which will take place just before their Super One meeting; the TKM's to the Festival at Kimbolton again on second weekend of August; the Honda Cadet O Plate to Bayford Meadow which will take place on a fourth Sunday probably April, May or June; the 250 National and KZ UK O Plate which will take place at Rissington on the first Sunday of September; the Max 177 O and E Plates to Forest Edge and the E Plate for all other classes will go again to Shenington on the 16/17 July.

Championships held within a standard club championship W1.5.8

The MSA is issuing a definition of a standard club meeting to make it clear that these inter-club championships must be held at a normal club meeting, not as has happened this year on what amounted to a stand alone meeting in certain instances.

Attracting Seniors / simplifying club racing

The ABkC is having discussions with the MSA towards simplifying basic club racing. Analysis of the differences between MSA and IKR racing shows that many more seniors race IKR, possibly because of the more relaxed atmosphere and attitude of officials, even although they are the same ones. Similarly the MSA and ABkC are liaising closely with the National Karting Association promoting links primarily between their outdoor circuits and MSA racing.

Child Safeguarding

DBS Checks are being rolled out to officials on the list published in the revised MSA Child Safeguarding Policy whose CRB checks have expired. The new Policy is available on the MSA website on this page: <https://www.msauk.org/Resource-Centre/Clubs-Organisers>. Teams need to ensure that their mechanics, coaches and principals have DBS certificates, it is a legal requirement.

Coaching Courses

The Level 2 MSA Coaching Courses are well underway and are available for booking here www.sdsa.eu/msa-coaching-course-booking at a cost of £599 plus VAT for the 2 by 2 day courses. There is about 20 hours of homework needed between the two blocks but success will be certificated in an industry wide recognition. Pilot courses are being held for the one day Introduction to Coaching course pre-cursor and there will also be a separate one day course concentrating on coaching for

children. All team coaching personnel are urged to get themselves on the courses if they want full credibility in the future. More information here: <https://www.msauk.org/Development/Coaching>

Cadet tyres

The MSA have tendered for the Cadet tyre that will be used from 2017 onwards and the successful applicant will be announced next Spring.

Starting Guidelines

No comments were received from clubs on the Starting Guidelines that were circulated to club earlier this year by the ABkC.

Honda class publicity

A group has been formed to publicise and support the Honda Cadet class which has been welcomed by the ABkC who are the class owners. A new place will be made on the Steering Group for a representative. They plan a website and facebook page.

MSA Class and Club Statistics

The Honda Cadets are keeping their place as the most popular class in MSA racing, closely followed by IAME Cadet. After that the most popular classes are Rotax Max, MiniMax, Junior Max and X30 Junior. The clubs having the biggest number of entries up to 30 September are Shenington, Trent Valley, Whilton Mill, Kimbolton, Rowrah and Forest Edge. The statistics show that some clubs must be failing to send in their class data to the MSA after each meeting.

Club Matters

The North of Scotland Kart Club was awarded a grant of £500 towards new laptimer display boards. Our newest member club FP4K were thanked for setting down on paper their observations about MSA karting and this has been passed onto the MSA. A largely pictorial booklet primarily aimed at Cadets and Juniors, the new Racing Rules Explained book will soon be published and available for newcomer families. The ABkC is drafting a Team Charter document and the MSA are working on a proposal that all teams must have and use an Entrants Licence.

Suits and Helmets

Note that the older race suits without a Level 1 or Level 2 embroidered into the collar will no longer be accepted in 2016 onwards. That will eliminate suits with the 1997 or 2001 CIK or FMK homologation. The BS6658 Type A/FR helmet eligibility ends on 31/12/15.

Scrutineers are going to be asked to look out for fake suits, using a homologation number lifted from another genuine manufacturer.

As always comments from clubs and competitors are very welcome.

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