



# NEWS

## July 2016

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### Steering Group meeting held in June

Your steering group had another productive meeting in June. The meeting started with a review of recent race meetings, both MSA and non-MSA, and whilst some small clubs are really struggling for entries, others are achieving success in moving drivers from non-MSA to MSA at the same circuit. We heard that even in indoor karting some drivers have their own karts, surely a prime opportunity to move them into MSA racing. The MSA has taken on team entrant licencing and DBS checks for mechanics and we await their strategy in all hopefulness. These considerations will take our draft Team Charter document into account. Clubs are urged to keep their websites up to date and topical and make maximum use of social media such as Facebook and Twitter. One club is trying a mail shot to 30,000 local residents, chosen on a demographic basis as likely to be interested.

### ARKS

Regarding ARKS tests, the Kart Committee had a presentation from ARKS and concluded that ARKS as a body is required, no need to re-invent. ARKS will be having a review of strategy at their next meeting and considering proposals for a different way of being levied fees. The steering group believed there was opportunities for Club Examiners to pass drivers for racing at their own club only without the cost element. Complaints had been received that ARKS Club Examiners are not available at club race weekends at certain places so the club should be careful to choose Examiners that can provide their time when needed.

### Sporting issues

The ABkC position on the CIK Judicial Trial (MSA Steward, MSA Clerk and a club Steward deciding on all penalties) that it should be kept for larger championship meetings and at club meeting there should be a referee system. In other words a Race Directors who makes a decision and certainly during heats with no right of appeal. Clubs have problems in finding enough manpower to staff a Judicial Trial triumvirate.



## RACING RULES EXPLAINED!

A GUIDE FOR NOVICE JUNIOR DRIVERS

A Reference for Parents too!

BY GORDON MELLIS  
AND THE  
ASSOCIATION OF BRITISH KART CLUBS

The MSA's new Safety Director, Kate Adamson, is gathering more detail on crashes and injuries, in particular trying to find out which corners the incident took place. She is also progressing the Environment panel, and progressing a drive by sound level system for long circuit. The MSA is about to send banners and pop ups to all circuits for Race 'n' Respect publicity, and mailing all competitors and officials their wrist bands, lanyards and relevant information. The MSA is in dialogue with the NKA (National Karting Association) for closer co-operation. The NKA has also adopted the Race 'n' Respect campaign. The Safety Advice Panel is receiving a risk assessment on the possibility of Bambino racing. The ABkC view is supportive, but there should be timed qualifying and a standing start. Recently issues

have arisen with club or championship regulations stating they allow late entries. Regulations in the Blue Book forbid late entries (D20) so if a club allows entries with a surcharge up to a certain date they should be written as such, not using the word 'late entries'. Clubs need to have MSA approval to use UAVs (drones) which must be operated by a licenced person with full insurance. Clubs should provide the proposed safe fly zone for approval. For historic demonstrations at a club meeting, this is now provided by an extension to the meeting permit on application and the Blue Book references should be included in the SRs, U1.1.5.1.



Clubs are asked to publicise the MSA Concussion policy and make sure that parents and drivers are aware by a mention at drivers' briefings. If clubs have not yet nominated a Trainer for marshals they are encouraged to do so. The Lets Go Karting brand is in the throes of a re-launch. The MSA have suggested that clubs might purchase MSA clothing for their officials. We are waiting for the MSA to produce guidelines to clubs on cyber bullying e.g. via social media. Nigel Edwards and Russell Anderson were congratulated on getting agreement for PF International to have the OK/OKJ World Championship meeting on 24th September 2017, subject to World Council. Nigel explained this comes because of the high respect for the organisation and regulation of karting in the UK.

#### **Technical MSA**

ABkC and MSA are supportive of introducing the moveable front fairing block in Cadet classes from 2017 but first some fitment issues have to be resolved with the manufacturers first. In most cases a new top loop is required as well as the block and clips. There is the possibility of a trial race later in the season. There are also on going investigations to the front fairings in use for Junior and Senior, some seem less likely than other makes to move on the mounting clip in an incident. Scrutineers are on the lookout for front fairings being used with non-matching steel bumpers. The MSA have issued a list of bumpers that may have different homologation numbers but are otherwise identical and so can be used. The list is on the MSA kart resources webpage. No comments were received on the proposed regulations on floor trays for 2017.

#### **Classes for 2017**

Testing is expected soon for the new class applications received by the MSA for 2017. If approved they will not be eligible for national championship for three years.

From 2017 the Rotax, TKM and X30 Senior and Junior classes will be core classes and eligible for national championships with seeded numbers and special plates available. The current TKM classes will not have any significant changes for 2017 except that an extension to the fiche has just been issued for new gaskets and clutch drum parts. Any changes to the Rotax class will be publicised as soon as possible.

#### **Honda Cadet**

A small number of potential issues have been reported with the Honda non-return valves over pressurising the tank when in a hot environment. Competitors should take care to relieve the pressure until the engine is started and meantime a search is being made to see if there is a gravity operated valve available. The MSA emphasised that clubs must not make changes to regulations without their written authority. A very small number of Honda exhausts have had a failure compared with the 800 manufactured. It is believed all came from a small batch of nine made with a manufacturing error last year. So the manufacturer is offering a return service to modify all exhausts and fit a tether. This has to be done by 1st September. Meanwhile a tether must be used. It is not necessary for the tether to be from DEP, although DEP are sending free tethers to all clubs running Honda Cadet. A bulletin has been issued to cover this. The modified exhaust has an extra bracket which may be fitted to the rocker cover bolt with a fibre cushion washer, and a tether to the exhaust bolt. It was emphasised that the new exhaust has achieved its purpose of levelling the playing field in the class. The amended Honda Technical Regulations V11a were recently issued for immediate implementation. This includes the use of the measuring with the new coil and the use of the latest Honda jets.

The 2017 Dunlop tyres for the Cadet classes will soon be available for kart manufacturers to test with their 2017 kart homologations. The slick is about half a second slower than the current tyre, the wet is unchanged. The MSA has gone out to tender for a bar code system, software and hardware, that clubs could use to monitor tyre usage. It will not be compulsory, some clubs have their own systems already. The 2017 Cadet class will remain with the 900mm chassis but the dimensions will permit the fitment of the CIK front fairing block. The MSA is also reviewing the Intermediate class (currently called Super Cadet) and monitoring the CIK proposals. There is a likelihood of Bambino karts requiring homologation by sometime in early 2017. The RPS (Rear Protection System) is now mandatory in X30 and could be put in class regulations for other classes. (But no class has given the six month notice to do that for 2017 so far). The Kart Technical Sub-committee is consulting on the possibility

of a mandatory RPS in Junior and Senior for 2018. Comments are invited. It was noted that some datalogger / dash systems protrude more than the mandatory 20mm from the steering wheel (P.387 of the Blue Book) on certain steering wheels. This is a CIK regulation so the MSA has asked the CIK if there is a need for review. Wrapping tape round the top of the steering wheel to reduce the gap is not allowed.

### Gearbox group

There was a discussion on whether to allow the tuned long circuit 125 Open engines in short circuit. The decision was to apply to the MSA to add these engines to be eligible in 250 National in the same way as the new 175 engines. Currently there is very little demand for 125 Open in short circuit as the KZ UK class is most popular. A review of regulations for seats in long circuit decided no change was necessary but that head rests should be mandatory in long circuit. A review of rear bumpers, bodywork (and Bubbles) for superkarts is commencing. It was agreed to extend the approval for the Motiv air boxes. The tyre contracts for KZ1 and KZ UK are up at the end of 2016. It was agreed to extend the use of the Dunlop DFH in KZ UK for another year in order to judge the quality of the 2017 new homologations. The Bridgestones will not be permitted in KZ UK for 2017. For KZ1 the MSA will go out to tender for 2017 onwards, probably asking for a Prime (Medium) tyre. The ABkC recommends a reduction of the KZ1 class weight to 175kg.

### Championship Updates

The ABkC voted to continue with their ABkC National Championships for TKM, Rotax and Honda Cadet with the Super One Series promoter for the next three years, jointly agreed with the class owners. There was dismay regarding the recent appeal of a fuel issue found at a Super One meeting, the details are in the MSA magazine.

### Club issues

The ABkC along with ARKS will be supporting KartMania (26-27 November) and the Autosport Show (12-14 January 2017). Kartmania will have the same large display and information area but with booths for ARKS, MSA, ABkC and BKIA in each corner. Please put the date in your diaries and come and help. Super One is hoping to have championship drivers in their suits on the stands to be able to help new and existing drivers. Clubs will be receiving an email from Martin Capenhurst, our Club Group chairman, inviting bids for the 2017 O and E Plates, to be lodged with him by 20th September, maximum of two pages, and an invite to present at our next meeting. The twelve clubs that responded to Martin's appeal for comments on the criteria were thanked for taking the time to write. ABkC received a letter from a paramedic

working in the East Midlands looking for more work in motorsport, if anyone has a need please contact the Secretary for his details. There are currently 28 clubs in membership. Member clubs have benefited this year by a £160 grant towards purchase of the new Honda GX160 scrutineering tools, and on average £40 for purchase of the Racing Rules Explained book. Unfortunately members of the clubs not re-joining (Manchester and Buxton, Isle of Man, FP4K) are unable to source these benefits despite their membership fee being less and members will not be eligible if meetings are run as clubman meetings inviting all ABkC clubs. A list of member clubs can be found on the ABkC website. All member clubs will receive a free copy of the new book Racing Rules Explained with an order form for purchasing more. It was agreed to continue purchasing DVDs to give away at shows or via the ABkC website request form, which currently runs at about 1400 requests per annum.

As always comments from clubs and competitors are very welcome.

(Editor Graham Smith, email [secretary@abkc.org.uk](mailto:secretary@abkc.org.uk))

