



NEWS August 2018

Chairman – George Robinson chairman@abkc.org.uk

Secretary - Graham Smith: secretary@abkc.org.uk

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

ABkC Steering Group

The steering group met in early July with Richard Lock attending representing the MSA. Richard (ex Ellough Park raceway) is now assisting David Richards in his review of karting. With Rob Jones having retired the MSA is looking for a new Chief Executive but meanwhile the Directors are reporting to David Richards, who is being helped by MSA Director Ben Cussons. Richard Lock said they would be having a completely fresh look at karting, thinking ‘outside the box’ and he will also look at tapping into the 120 or so commercial circuits. However they will want something in return. The group will propose a ‘road map’ going all the way from a first arrive and drive to becoming British Champion. Part of his endeavours will be to entice circuits and clubs running IKR back to running MSA meetings. The ABkC is continuing to press for action on its priorities, which include a one rule book for kart competitors. This will include all the regulations that are thought essential for a typical kart competitor and should save considerable sums by not needing to print so many Blue Books. Should a competitor need to refer to other regulations of course the complete Blue Book is available on the MSA website. Clubs and officials would continue to receive the Blue Book. The return of the Pro-Racer card is being progressed, to make it easier for an IKR driver to convert to MSA racing. It does need NKA support from the commercial circuits though. ARKS tests, Promotion and Marketing, a Three Year Plan and recruitment and retention of officials are very much also on the agenda.

Proposed amendments to Regulations

All the proposed regulation changes are now available on the MSA website. Please look and comment should you wish. Starting engines in the pits and paddock are proposed to be only permitted in a designated area by express permission of the Chief Scrutineer. This would be given if a competitor has had a problem in running or starting their engines. It is proposed that the Clerk of the Course at a Clubman permit event would be able to apply penalties during heats without a hearing or appeal being allowed, like a football referee. Hearings will be held during finals, and appeals allowed. For all National B events and higher, the three man Steward panel will

sit and similarly no appeals will be permitted for 10s or 1 lap penalties. At Clubman events the Steward would sign the upgrade signature, and at National B and above the Clerk of the Course would do the signing. If a visiting championship attends a Clubman event, the three man Steward Panel would convene during these races. A new Class Structure for 2020 proposes a Mini category for 11-14 year olds with Cadets now 8 – 12 year old and Juniors 13- 16 year old is now published for consultation. It is anticipated that Mini could race on the back of a Junior race if grids are too small to justify separate races. The Mini category would embrace Junior TKM, MiniMax and MiniX and resolve the difficulty of engine importers only having one engine per category from 2020 homologations. The driver minimum weight would be slightly reduced, the overall class weight reduced by maybe 8 or 9kg with chassis restrictions to take weight off the kart. So overall not any major change to now, but allowing competitors to go from Cadet to MiniX and MiniMax earlier. Race Committee have also put out a proposal that for a change to Championship regulations or SRs only 75% of the competitors need to sign to approve a change, rather than the current 100%.

Red Flag regulations, teams and Entrants

Some clubs have had problems in conforming to the new Red Flag rules in applying a 10 second penalty and moving back on the restart grid competitors with dropped front fairings. Not all the timing systems can currently cope, and it delays the restart so an amendment has been issued.

Team Entrant licencing is still being looked into, commercial teams should have public liability insurance. Concern has been raised regarding the new signing on forms inasmuch as the next of kin phone number should be not displayed to other officials etc, and a physical address is needed if any accident report is needed, not just an email. The MSA has said the old forms can still be used.

Shows & Social Media

Kartmania at Silverstone on 24/25th November will have ABkC accompanied by ARKS and the MSA in the

Information area once more. We are looking for drivers to come in their race suits to promote the sport to newcomers. And ABkC will likely help out at the Super One stand for Autosport International in January. Clubs are reminded they can make full use of the ABkC Facebook and Twitter to publicise events at their club.

Historic / Classic Kart demonstrations & Mixing IKR

The MSA is reviewing the guidelines for a club holding a parade or demonstration during an MSA permit. So far the MSA has agreed that for short circuit a licence is not required, but those signing on must take full heed and be honest about any medical conditions. If in doubt look at the questions in the MSA Competition Licence form, and if they cannot be safely answered then put down the medical details and apply for a clubman licence. A licence will be required for demonstration in long circuit. An advantage of having a licence is that the MSA personal accident cover will be in force. If a driver has an allergy or is taking medication the details should be put in a sealed envelope which will be handed to the medics in the case of any incident. The MSA has now decided to charge a Clubman permit per capita fee (£7.30) per driver in demonstrations if there are more than ten entered. It is important that they sign on the MSA competitor sheet. Several clubs have now mixed IKR classes on a an MSA permit day. The officials and marshals that are involved with both events must sign on separate MSA and IKR sign on sheets. The club needs to have a formal contract with the IKR promoter stating clearly where responsibilities are split. The IKR is recommended to have a minimum of £10M public liability insurance. Note that the officials and marshals are covered by the MSA personal accident cover during the MSA part, but the IKR needs to have similar cover for their part. This must be checked by the hosting club or circuit or a marshal could find they have no cover after an injury.

O & E Plates in 2019

Clubs that have indicated interest in hosting O and E Plates in Rotax have been referred onto JAG for a decision, and for the X30 O Plate to John Mills Racing. A vote was taken for the ABkC owned classes and those deferred from the MSA and the result was that Cumbria will host the Honda & IAME Cadet O Plates, Manchester & Buxton will host the 250 National and KZ UK O Plates and Shenington will host the E Plates once more. Thank you to all the clubs that made bids.

Practice Days / Club membership

A club has made a suggestion that contact details be taken from those that come purely for practice so they can be nudged towards taking out a licence and racing in MSA. It was alleged that some clubs are not issuing

membership cards, or that drivers are not showing them as required at signing on. Please note the Super One Club membership card is the Super One dongle pass, so drivers need to remember to take these to club meetings if relying on that club membership.

Amendments and Class changes for 2019

In 250 National a decision will be made at the next meeting whether to allow fuel injection for new 2019 engine registrations, e.g. for the new KTM. TKM Clubman is proposed to allow any older chassis (the exact age not decided yet, but will have to be a previous homologation to 2019) instead of restricting to the original TKM homologated chassis. There are only minor changes to the TKM regulations. For Honda there could be some changes in the pipeline and there will be a restriction to only two types of clutch. Please note only the named clutches in the Technical Regulations are currently allowed, no new clutches have been approved recently and an official clarification has been issued. JAG have notified the ABkC and MSA of changes to MiniMax engine to allow EVO ignition and carburettor and some clarification to sealing in all the classes for 2019. From 1st September only D2 tyres in Junior and Senior Max with a yellow flash at each end of the white barcode will be allowed. JAG will exchange unused sets with the older barcode up to 30 September. Also wet W2 tyres with either yellow or white barcodes can be used. JAG have applied to use the D2 tyres in MiniMax and the D5 in Senior Max. There is concern from lap-scorers and scrutineers regarding the latest type of (expensive) nassau panels, the angle of the number plate makes it hard to read.

CIK Developments

The CIK regulations for a Mini class homologations are proceeding fast, which would allow ASN's without a Mini or Cadet class to adopt. There has been some pressure to amend the penalties for front fairing infringements and there have been discussions and decisions about homologations of the next Superkart engines. Rib and chest protector homologation standards are being finalised and they are likely to become compulsory in CIK and maybe International events. There has also been discussions about allowing young drivers to race in national championships in other countries. Felipe Massa was in the chair for the recent Sporting meeting, he has some strong views on karting.

As always comments from clubs and competitors are very welcome and encouraged.

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