



NEWS March 2020

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At this very difficult time for the country and sport as the world responds to COVID-19 we extend our understanding of the economic and health peril that many of our circuits, teams and competitors will be finding. If we can help with advice please contact the Chairman or Secretary. We are in a previously unknown world. Even so we felt it was unwise to offer organised practice days or events of any type in the days after the Motorsport UK cancelled the permits as it could add to the tremendous challenges faced by the NHS. We had been planning to organise the postponed AGM after the first meeting of the Motorsport UK's new Kart Council. But of course that is now deferred into the future, and so is our AGM. All clubs remain members of the ABkC, the Regional Association for kart clubs, unless otherwise notified. We feel the ABkC has an important function within the new era by independently representing kart club, and through them their members, but any final decisions on the future of the ABkC will take place at an AGM. Before the closedown meetings were able to take place of the Kart Technical Working Group and the Kart Committee and reports from both are here in this newsletter. Meantime keep safe and isolated where applicable.

The Future

Clubs could be thinking about how to restart activities hopefully later in the year. We have suggested to Motorsport UK that the usual rules on changing dates etc be relaxed. Clubs could be thinking about new dates, extending club membership or offering partial refunds and/or running events on into the winter. We hope that circuits and clubs will be eligible for what is termed the Business Rates Retail Discount. In response to the coronavirus, in the Budget on 11 March the Government announced that it would increase the discount to 100% for 2020/2021 and extend it to include the leisure and hospitality sectors. The government document is very useful and does state that Sports Grounds and Clubs, and Sports and Leisure facilities are included. Circuits and clubs may also be eligible for the £25000 grant, or smaller businesses for the £10000 grant. Check out the document here: <https://assets.publishing.service.gov.uk/government/up>

[loads/system/uploads/attachment_data/file/873622/Expanded_Retail_Discount_Guidance.pdf](#)

The relief and grants will be administered via the Business Rates system from the local authority and accountancy firms have been briefed on the detail.

Motorsport UK Committee updates

The 2020 committee season commenced with a meeting of the Kart Technical Advisory Group under the new chairmanship of George Robinson, followed soon after by Kart Committee, also chaired by George. The proposed Kart Council has been postponed due to COVID-19 precautions. All kart clubs would have been invited to send a representative to the inaugural meeting. Amongst the items discussed at Kart Technical was the likelihood of the IAME X30 classes being mandated to add the additional silencer for next year, and that clubs could seek a KTE approval for this year if they want to bring it in faster (likely to be at PFI from the Autumn). This was in response to some clubs seeking to reduce overall noise levels from karting. In any case the additional exhaust is used for the international meetings. There are likely to be some trial arrive and drive events for electric Bambino and Cadet categories to showcase the technology with discussions continuing for sustainable class structures in 2021. Class homologation requests are due for 2021 after a year's delay with the future of the class structure under review (see below). Of course this might all be paused due to COVID-19. Ideas have been put forward for centralised disposal of used tyres, possibly paid for by a levy on new tyre sales. And for a recommendation that the current limitations on Cadet tyre usage that many clubs have adopted from 2019, be extended to Mini and Junior classes in 2021. A draft amendment on the location of auxiliary and slave batteries to follow the same regulation as starter batteries (U18.5.3) will be presented to Kart Committee after some further discussion. If approved this would ban slave batteries being carried on the underside of the Nassau panel, above the fuel tank. The Formula Libre regulations are being amended to include 100cc water cooled engines, note all Formula Libre must use bodywork to current regulations and have their technical amendments ratified by the Technical Department and then included

in championships regulations and SRs for the meeting. Some queries were raised about the Honda Cadet Technical Regulations, noting after a review it was decided to act swiftly to introduce an optional con-rod, which can be purchased from Anderson-CSK. It was also clarified that the intention of the regulations are that only the original Honda valve spring is legal. A clearer photograph of the Honda Cadet new requirement of a breather bottle was issued. A revised Honda Tech Regs effective 1 April has been issued including all these clarifications and is available on the ABkC and Motorsport UK websites.

Kart Committee

Following on with Kart Committee it was noted that team principals in the BKC (British Kart Championship) can be assigned a PG Entrant licence, and advice is awaited from the legal team regarding what to do if a PG entrant is disqualified, currently the driver goes home. Track Limits and penalties resulted in a long discussion. Graham Smith requested that the new for Kartmania show Start Karting leaflet be reprinted as the one for Autosport concentrated more on indoor and arrive and drive karting. Kart KX licences (arrive and drive) will have the same rights to waive the ARKS Driving Test with prior experience as for ProRacer etc, an action sheet is underway. Also coming via an action sheet is the means to allow the Clerk to be in charge of Judicial as previously used for Clubman permit events, which are now run as Interclub, rather than the 3 man Judicial Panel. There was a long discussion on IKR (independent kart racing not under Motorsport UK permit) and especially regarding those championships which promote higher power Bambino and Cadet than under Motorsport UK regulations.

Class Proposals

The class proposals for 2021 envisage Bambino racing from age 6 if the driver takes an ARKS Test. IKR are offering racing and because of this there were such low registrations for the BKC Time Trial championship that it was cancelled. Clearly there is a demand for Bambino racing and it seems so far to have been safe. So the ARKS test will be revised to make it more suitable for that age group, along with the current Bambino Training Document. Bambino training by circuits like Daytona, Ryehouse, Buckmore and Three Sisters could be formally included into the Bambino licence training towards a Bambino Clubman licence. Additionally, current Time Trials maybe counted towards the driving element of a Bambino Interclub race licence.

Bambino

As well as Bambino race experience it is proposed that time trial experience may be used to upgrade to a Cadet licence in the year of the 8th birthday, so long as the first three races are all at the same club as the test, and

the club would retain the licence during that period or until they reach 8.

Mini / Intermediate Class

The Mini class has been introduced this year with a lower class weight but two of the classes did not achieve the lower power mandated to achieve entry at year of 11th birthday, so only Junior TKM is allowed entry at year of 11th birthday. Therefore it is being discussed to convert the Mini / Intermediate class to a 950mm chassis for the new homologation period and reduce the entry age by a year. In a couple of years when the Cadet chassis homologation renews, that could then also be 950mm (maybe 900mm for Honda still) and by then there would be plenty second hand karts so one chassis could be used all the way from 8 years old to 14. As soon as the driver achieves the weight and height for Junior they could transfer to the larger chassis. This proposal will be discussed with the stakeholders before issuing the 2021 class homologation tenders.

Training and Club News

The online learning hub was due to go live at the end of March and will include online module training for marshals and officials. ARKS have an action to migrate the Written Test to this hub, initially only for over 18's. They would then be given some random Challenge Questions when they come for their Driving Test, and would have a written test pass certificate to show the Examiner / Instructor. It is felt that under 18's should continue to take the written test on paper under supervision. The test would be revised with online examples, video clips and stills to illustrate questions. F100 drivers (for the classic 90's era of ICA and Formula A karts, plus Classic TKM) were fast tracked into Motorsport UK racing last year, and this year are joined by DRS (Daniel Ricciardo Series promoted by Andy Cox Racing) and some other categories like DART for the 250cc 4-strokes. All new novice drivers into these categories do require to purchase the Start Karting pack and take the full ARKS test. Classic TKM seniors using the 100cc engine now come with the Clubman (Tyro) regulations not requiring an ARKS test, but being observed, and clubs do need to take out a Clubman permit in addition to their normal Interclub permit.

As well as these series coming under Motorsport UK, Lydd rejoined Motorsport UK permitted racing with Warden Law and Ryehouse coming on very soon.

Long Circuit

Long circuit licencing is being adjusted via an Action Sheet for consultation for 2021. New drivers must have either taken their ARKS Test at a track licenced for long circuit karting, or be observed by a Clerk or ARKS Instructor during practice at a long circuit track. And a National licence will be required for Division 1 karts

(250cc twins). Keep a look out on the Motorsport UK website for all of these official draft action sheets and if not already registered to receive alerts, please do so at this address: <https://www.motorsportuk.org/the-sport/regulations/proposed-changes-for-consultation/>

These ones mentioned here are available on: <https://www.motorsportuk.org/wp-content/uploads/2020/03/Kart-Committee-Meeting-10-March-Action-Sheet-For-Consultation-Issued.pdf>

Licence and Test data

There were 3331 kart licences in 2019 (3229 for 2018, 3404 for 2017). This increase more or less matches the extra F100 licences issued in 2019. There were 411 tests in 2019 (449 in 2018, 450 in 2018). Cadets and Juniors were 70% of the total, seniors were 30%. There were 366 new Nat B licences in 2019 plus Bambino and Clubman. Clubs received back about £6881- adding to the total of £270k since ARKS started for clubs choice of promotional discounts or activities.

O and E Plate Decisions

Although this is all now somewhat academic, a small independent group was chosen to recommend the 2020 ABkC class O and E Plates, the decisions are as follows:

O Plates

Honda Cadet to Bayford Meadow on 15/16 August
IAME Cadet to TVKC on 2 / 3 May alongside the IAME X30 O Plates

Gearbox, Super 4 at a Super 4 round, tba

E Plates

Honda Cadet to Cumbria/Rowrah 12 July
IAME Cadet Shenington SuperPrix on 18/19 July alongside the IAME X30 E Plates
Gearbox KZ2, KZ UK, 250 National and 210 National to Shenington on 18/19 July

For the full list of known events please visit the Calendar page on the ABkC website.

Serious Incidents

Most clubs should be aware but if not Motorsport UK provides a pack of forms and procedures if unfortunately a serious incident should occur. This is at this address:

https://www.motorsportuk.org/wp-content/uploads/2019/12/INCIDENT_PACK_2019_VER_5.0-2.pdf and was updated on December 2019.

It would be well worth while clubs keeping a copy at the circuit, and on the event Secretary's laptop ready for use. Once read through it might lead to updates to the club's Major Incident Plan e.g. including the Motorsport emergency telephone numbers for the Safety Team and the Media Team if not already there. All Motorsport UK Stewards will be aware of the procedures required. Motorsport UK also need to be informed if a spectator is injured.

Parades and Demonstrations

As you will mostly be aware historic and classic kart demonstration drivers require a (free) Driver Permit before taking to the track plus membership of one of the historic kart clubs. For long circuit a Clubman licence is required and the demonstration will be led by an experienced licenced driver. The details are available here:

<https://www.motorsportuk.org/wp-content/uploads/2019/12/Process-Demonstrations-Parades-V5.0.pdf>

The ABkC have requested that a discount be applied to the per capita Clubman permit fees applicable to demonstrations and await a decision.

International Calendar

Although it wasn't obvious from the start of 2020 it is no longer a requirement to complete the (NCAFP) form to request inclusion on the international calendar to permit foreign drivers to compete at an event. From January 2020, all events which are open to foreign participation will be included on the Motorsport UK's Fixtures and Permits National Calendar, to list your event simply state in your SRs that the event is NCAFP listed.

Annual Accounts 2019

The full version of the 2019 accounts to 31st October will be presented to the AGM. A summary follows: After expenditure is adjusted by stripping out prize fund expenses for last year (£2,040.00) and the prize fund income for 2019 (£1,360.00) the Expenditure is £10,149.19 and the Income is £3,320.41 (inclusive of development fund money and including an adjustment of £100 unclaimed prize money carried over to 2019 prize fund), the loss is £6828.78 -. (£10,149.19 expense minus £3,320.41 income)

Net Worth at 31/10/19 £22,891.61

Opening balance at 1/11/18	£29,087.89
Closing balance 31/10/19	£22,891.61
10123456 Cheque Account	£2,498.38
20123456 Deposit Account	£20,393.23

Uncashed prize money from previous year carried over to 2019 250 National prize fund £100.00

Net worth / Capital £22,891.61

Debtors

Anderson CSK (250 National) - £255 to prize fund & £45 to club dev fund (now paid) £300.00

Loan to Kartmania 2019 (now repaid) £5,000.00

The club development fund stands at £3620.60

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

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