



NEWS

March 2010

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Secretary - Graham Smith:

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The March Steering Group Meeting

On behalf of the ABkC Steering group, chairman Russell Anderson welcomed Richard Lusty to the March steering group meeting for the first time, Richard represents the Northern Ireland Karting Association. Mike Coombs was re-elected as Vice-chairman, and Colin Wright as Treasurer. Neil Hann was co-opted onto the Steering Group but he was unable to be present. The other new member this year is Alistair Parker from South Yorkshire Kart Club, but he also was unable to be present.

CIK Matters

Russell Anderson reported on recent CIK meetings, describing the new CIK President Nicolas Deschoux, as a dynamic young barrister and very much in touch with the karting scene. He reported that the Superkart class weight is going up to 218kg from 215kg, and there would be new rules on the magnetic steel mandated for chassis tubes along with a definitive test for the magnetism, no more than 5% alloy allowed. This will come into effect for the next homologation in 2011, except that the Under 18 / Academy chassis must conform immediately. (This rule has had to be introduced because some current karts have found to be very weak magnetically and doubts about their eligibility was raised).

Only the ASN's (like our MSA) can nominate a driver, and then only one, to the CIK Academy class which runs alongside the Under 18's championship.

Kart Technical Exemptions

As a member of the MSA Kart Technical Exception committee – the old N.1.3 regulations, the chairman covered recent requests for changes of the MSA/ABkC regulations in club supplementary regulations. Trent Valley Kart Club had entered a request to use CIK nominated tyres in KF2 and KF3 and the narrower rear rims in KF3 as per CIK regulations at their April club meeting. This was to give competitors a chance to get some race practice on the tyres that would be used at the CIK Western Qualifier. It was agreed that if additional races were put on, separate to the club championship, this would be agreed, so that the club championship could run to normal Gold Book. A request from the Scottish Association to have sealed engines in Honda Cadet was turned down. It was suggested they adopt the “buy” class as successfully used in Kent. John Ryan promised to set up eligibility training for the Scottish scrutineers to help them with checking the Honda engines.

Secretary's Report

Graham Smith noted that the Institute of Acoustics is holding a seminar on noise at motorsport venues at Silverstone on 18 March and he would be attending. The East of Scotland Kart Club was welcomed back as a member of the ABkC whilst Hoddesdon Kart Club have regrettably resigned. The ABkC

decision to supply a race suit and CMR youth helmet to each ABkC club running Lets Go Karting is almost ready to be implemented. Very preferential prices have been offered and the helmets are promised for the end of March. They will retail for about £150. The group agreed to consider requests from member clubs to give limited financial support to officials wishing to attend the CIK Western Qualifier at PF International, and at the same time help with marshalling or officiating at the club, where quite a lot of extra manpower will be needed.

Karting Review

George Robinson reported that his review on the structure of karting will be presented to the Motor Sports Council on 9 March. George has been on an interpersonal skills course, to assist the MSA with training officials to deal with competitors and parents.

Direct Drive Matters

On the technical front, a request that the World Formula class be permitted to use Vega tyres as an option was passed to the Direct Drive sub-group for a recommendation at the June meeting. The request for a change to Mojo tyres in the Rotax classes from 1st January 2011 was agreed in principle. The MSA understands that Mojo will have the tyres CIK homologated, which means they will accept the classifications of 'medium' for the senior class, and 'hard' for the Junior classes. The ABkC will request sight of JAG's test data of the PCA-free 2011 tyres which are expected to be available for test from April.

It was agreed to have a regulation for the Rotax classes from 2011, that if championships are mandating clutch loggers, cameras etc, the class weight may be increased by 1kg just in that series. It is unlikely the MSA would agree to a similar increase for the KF classes, as the CIK already take into account the loggers when setting the class weights. It was also agreed that the Direct Drive sub-group should consider whether there should be an upper age limit in MiniMax, perhaps 15.

Promotion of karting

There was general agreement that senior karting is in decline, whilst junior karting is quite healthy, and therefore opportunities for seniors and more mature drivers to try a racing kart should be set up, for instance by tacking this onto the Lets Go Karting scheme. Rod Taylor reported that 2010 will be the last year that Lets Go Karting is supported by the MSA. He said that new clubs would be welcome to join the scheme during 2010 and funds were available. Everyone felt the impetus and success of the scheme, with 8,000 kids through the scheme, should be continued, even if capital grants to clubs are restrained. The Secretary was tasked to write to the co-ordinator and the MSA to request that the scheme publicity can at least be kept alive, even if the grants

are no longer available. The ABkC might even be prepared to contribute to this.



Kristian Brierley received the ARKS Scholarship kart at the ASI

Gearbox matters

The Gearbox sub-group had held a very constructive meeting and amongst its proposals was that the maximum price for a KZ2 engine will be removed from the regulations in 2011. It was felt that with so many different engines now available enforcing a maximum price was no longer sustainable. This does not apply to single engine classes, where it was felt a maximum price is still applicable.

The gearbox sub-group agreed to carry out a survey to see if competitors want to have a single tyre contract in 250 National from 2011. The current open tyre policy has seemed to bring more drivers into the class. The Super 4 will continue with a set list of the tyres that may be used. Tyres that are 'fit for purpose' must be specified for long circuit use. The 250 National engine list will be clarified to make it clear that it is the generic type of engine model that is eligible, so long as the silhouette is the same then newer annual models are still accepted. Only engine models of 3 years or more are permitted in the class.

The front, side and rear protection regulations for 210 and 250 National karts will be brought into line with CIK regulations for 2011, subject to agreement at Kart Sporting Committee and Council. The CIK rules have been largely modelled on the MSA rules but with some slight increases in the minimum requirements. The rear light regulation for long circuit karts as written in the Blue Book is out of date and will be updated for 2011.

Class matters

It was reported that there have been two Bambino events at Buckmore Park and one at Llandow. Crail circuit has also been approved in principle for Bambino. Bambino record

cards for drivers at approved circuits are available from Joe Hickerton at the MSA.

The Super Cadet and Junior Performance proposals are to be discussed at a special meeting at the MSA in the near future.

Super One will be issuing a clarification that both engines in the KF classes do not need to be the same, i.e. from the same manufacturer.

Kart Technical

A proposal is going before Council that chassis protectors be banned from 30 April, unless specifically authorised by the MSA to an approved design. This is likely to mean they have to be non-metallic, and with minimum of two fixings per length. CIK is believed to have banned them completely in their championships.

Kart Non-Technical

The licencing of parents and guardians will not be ready for 2011, as the draft regulations have missed the Council time scale.

Championships

The Formula Kart Stars representative reported they had won sponsorship from TAG Heuer Professional Timing and the competitors would have the free use of the TAG Heuer transponders. The MSA noted that the new transponders were now MSA approved for karting, but a different decoder box is required should clubs wish to offer their competitors the possibility of using these transponders instead of the ubiquitous AMB type. It is believed the TAG Heuer transponders are considerably cheaper and offer more facilities such as split times. Clubs should note that in future they should specify the types of transponder accepted in their races but currently the Gold Book Appendix 4 Section F only specifies the AMB type for ABkC clubs.

Rissington was awarded the 2010 ABkC Gearbox O Plate meeting to be held at their Midland Championships on 4/5 September, as the originally voted Teesside is no longer available for MSA karting. The KF Winter Series co-ordinator is urged to decide whether or not there is to be a round to replace the cancelled round at Sherington, with a deadline to decide before the upcoming Super One meeting, so the O Plate awards can be made.

BKIA

The BKIA is seeking written confirmation from the HM Customs & Excise regarding not having to charge VAT on the CMR youth helmets. Through the BKIA, Premier Inns are offering a discount to karters at major meetings.

MSA Non-technical

The MSA representative said they were very disappointed with the low turn out to the recent Technical Seminars for kart scrutineers. It was alleged by a club representative that some drivers are racing although they are not yet 8 years old, or were not 8 when granted a licence, and urged the MSA to take action. The MSA was also made aware of the difficulties some junior international drivers have had in getting ECG tests for their licences. Russell Anderson agreed to make representations at CIK level.

The next meeting is to be in June, when all changes in regulations for 2011 must be finalised. Any suggestions for amendments should be sent to the secretary.

(Images courtesy TSR Productions)
(Editor Graham Smith, email secretary@abkc.org.uk)