



NEWS

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Steering Group discussion from October meeting

The Steering Group meeting had a wide-ranging discussion on how the Constitution and membership of the group should be changed in order to modernise the association. It should be re-organised to better represent the member clubs and give them an easier say on the deliberations and votes. Some ideas put forward was to have a designated ABkC representative in every member club. There was a need to keep liaison with the trade but if the steering group was to be slimmed down, who should leave – the other Associations, the championship representatives, the class representatives? Should the NKA be represented? There was a feeling that club racing is over-regulated and thus inflexible. The format for kart racing has changed little in decades yet ‘new’ sports can take up less valuable family time and may be easier to enter. The ABkC prime function should be to promote the sport and support the clubs, and represent them to the MSA. So with many questions it was decided to hold another meeting in December to concentrate on the future of the Steering Group and consequential changes to the constitution – thus the AGM will be delayed this year.

O and E Plate Bids

The committee welcomed guests from clubs putting forward bids for the ABkC O Plates and the MSA E Plate meetings. After the club’s presentations a secret vote was taken and the results announced as follows:

ABkC O Plates

- Cumbria at Rowrah: OK/OKJ/MiniMax/Junior Max/Senior Max/KZUK
- Buckmore Park: IAME and Honda Cadet at a Cadet Festival meeting on 7-9 April
- Hunts at Kimbolton: TKM Extreme and Junior TKM at the TKM Festival
- Forest Edge: Max 177
- Lincs at Fulbeck: 250 National
- MSE E Plate meeting went to Lincs at Fulbeck



Jamie Mead – IAME Cadet 2016 E Plate Champion

MSA Update

Rob Jones, Chief Executive of the MSA and Joe Hickerton, the MSA’s Technical Manager, attended the meeting. Firstly Colin Wright was thanked for his service to the Association and to the sport as Chairman for the last three years. Rob Jones said he has put in hand a wide ranging strategic review of the MSA, the final draft now being discussed. He has also enhanced the staffing, especially the Technical Department. He cited the IMS, the commercial arm of the MSA, success in promoting and organising the British Rally Championship in house as well as Wales Rally GB and the Grand Prix. Despite the decline in kart licences he noted that Britain is still producing world class drivers and congratulated Callum Bradshaw on winning the CIK Academy, and from that his entry to the World Championships. He said the MSA had opposed the proposal to reduce the ages of international junior and senior ages when it was debated at World Council, but it was passed. The OK contracts for the MSA British Kart Championships will be extended for 2017 and it is likely they will have a less powerful OK Senior class for club use. He would also like to give the ABkC National Kart Championships enhanced status by categorising them as MSA National Championships. He said the Club Development Fund process is to change, currently they give up to 75% with a maximum of £8,500 for one item or 85% for a project. £3360 has been granted to clubs

this year, £34,000 over the last three years. He promised to ensure that the £712 funds currently given by Dunlop for the ABkC Club Development fund would be taken over by the MSA next year. The MSA is going to be holding a Kart Open Day for all clubs to attend, taking place in the Midlands at the end of November provisionally. One representative from each club would have their reasonable travel costs re-imbursed. He concluded by saying that the MSA can and will be more relevant and make the sport more successful.

Treasurer Report

The Treasurer's report was circulated and a grant of £500 agreed to the British Schools Karting Championship where we can offer guidance for their drivers into MSA racing and ARKS has done likewise. The BSKC is now managed by Adrienne Watson, who many clubs will know as a regular karting steward. It was noted that Manchester and Buxton have not re-joined the ABkC this year, and the Isle of Man is no longer an MSA affiliated club, and no longer an ABkC member. The "Racing Rules Explained" book sales have reached over 240, NATSKA for one taking a considerable amount. But many clubs have not yet placed their orders and should be encouraged to take stock to give or sell to new young drivers.

Marketing, Publicity & Seminars

The ABkC looks forward to receiving any Club or Volunteer of the Year applications to endorse and pass onto the MSA before the end of October. The ABkC along with ARKS, BKIA and NKA will staff the information area at Kartmania at the end of November. Kelvin Nicholls is putting on scrutineer seminars and those scrutineers attending will get their entry fee refunded. For the Autosport Show the ABkC and ARKS will share part of the Super One stand but have full exhibitor status. It was agreed to remove the recommended rental fee for transponders, and just change to 'a nominal fee'. Following an MSA meeting about Scrutineer training, it was noted that many scrutineers are reluctant to travel as their expenses can be very low. Clubs were invited to re-imburse officials and include re-imbursing trainee officials, who again will be reluctant to stick with the training programme if they cannot afford to travel to a meeting. Maybe this could help with recruitment of officials. It was also said that some clubs are not enforcing the MSA regulations on not starting engines in the paddock, they should only be started in a designated safe area and follow U12.7. A review of track safety regulations and barriers is underway and clubs should ensure they pass a copy of their Major Incident Procedure document to the visiting medical staff so they are fully aware of the location of the nearest hospitals and so on.

Tech Talk & Training

The CIK has amended the regulations for the displacement of the front fairing for implementation on 1st November but the MSA will delay implementation in the UK until 1st March. This could mean the need for a purchase of new top bumper rail for some, the dimensions have changed. The MSA is working on a gauge to assess if the block is over-tightened. The MSA will be issuing an explanatory press release to cover once the regulations have been approved. The MSA is also working on developing a solution suitable for Cadet karts and again if successful for implementation in early 2017. It is likely that if there is any delay on this proposal the blocks will be mandated in the IAME Cadet Super One British Cadet Kart Championship. The MSA is appointing a company to offer a bar code system for use by clubs from 2017. Clubs can if they wish pay a monthly fee to use the system which would be capable of monitoring tyre usage at one or more clubs. Importantly any club could then interrogate the database in the 'Cloud' to find out the last owner of any tyres discarded at a track and maybe fine them or levy a disposal charge. It is hoped the MSA development fund will assist with purchase of the necessary barcode reader. The system might be possible to use for chassis, engine and even officials' or competitor's badges. Videos are being proposed to update scrutineer training and eligibility training. There are proposals to trial some races for the Bambino class in 2017 and assess the risks. A review of the long circuit Superkart bodywork regulations is in progress. A waiver has been issued to permit the CIK air boxes that recently lost homologation, this lasts until the end of the year. A proposal to allow 102 octane fuel across the board in MSA competition for 2018 resulted in the ABkC view that this should not apply to short circuit kart racing unless applied for by a championship. The ABkC thought that it would only put peer pressure on competitors to buy expensive race fuel even although it should make no difference in most formulae. There is a newly approved MSA Drone policy to be found on the MSA website for 2017 implementation, see here: <https://www.msauk.org/assets/msadronespolicy.pdf> . Also proposals for the Judicial Trial should appear for consultation, so keep a check on the proposed regulations on the MSA website. It is best to sign up to receive reminders.

Class changes for 2017

The MSA Kart Technical Sub-Committee had mandated a non-return valve in Honda Cadet for 2016 in an effort to prevent any spread of fire on an upturned kart. This was in response to seeing several videos of flash fires from carburettor fuel, with at least one having a temporarily trapped driver. At least one long circuit

track already had mandated on this measure, as is common in car and bike formulae. However there are allegations that the non-return valve can cause other problems because of possible pressurisation of the fuel. Another method of achieving the same objective has been proposed and will be tested so the ABkC has recommended to the MSA that the non-return valve regulation in Honda Cadet should be dropped for 2017 and it will. The Honda GX160 Technical Regulations will omit the T1 engine in the 2017 version so anyone using them must refer to the 2016 regulations. The only real technical change will be to allow some minimal skimming of the cylinder head but compliance with the profile gauge and all dimensional criteria still apply. So on most heads no skimming will be possible. This will further the objective of making almost any engine competitive without recourse to specials although there will be some cost involved. The only other change could be to the interface of the exhaust and cylinder head. As mentioned last news the 125 Open engine regulations are included in the 250 National class in the 2017 Gold Book. The MSA wishes to rename KZ1 as KZ2 as it is seen that the class we actually run in the Super One is closer to KZ2 than KZ1. The change of title is opposed by the Gearbox group. The class weight is reduced to 175kg and the choice of tyres is awaited. There are no changes to the Super 4 and club KZ UK class. Following a review of the consultation on the proposed Intermediate class and because of the age changes and their own 'Cadet' class proposals the MSA is re-considering the need for such a class. A proposal to split the current Cadet class with a lighter less powerful version and a slightly heavier more powerful version with the performance balanced so they can race together is back on the table for 2018. Rotax is bringing in the EVO parts in 2017 as options. MiniMax will only allow the EVO exhaust as an option, but in Junior and Senior all the other parts will be permitted. If the loom is used (and only the newest recently announced version will be permitted) then it must be used in its entirety with the battery, and for seniors the electrically operated exhaust valve. JAG wish to use the D2 (Senior) tyre in Junior Max subject to MSA approval but the current wet tyre will be unchanged in all three classes. Rotax are re-homologating the D2 as a Hard (Option) tyre to allow it to be put forward for junior classes. TKM have only minimal changes for clarification but Tal-Ko are concerned about some driver's propensity to have very slow formation laps. The Blue Book says it should be a steady pace, and come up at half race speed.

Age changes

The World Council has approved a change of the minimum age for junior international racing as year of

12th birthday (e.g. it could be from 11 years and a day) and for Seniors the year of 14th birthday (e.g. could be 13 years and a day) subject to a medical test pass, a minimum driver weight, and a letter of approval from their ASN. The MSA opposed the change but was over-ruled. The ABkC did not support the reduction in ages either. To avoid discrimination against our British drivers it is likely that the MSA will seek to allow drivers from age 12 in British OKJ but there will not be significant changes in our other classes remembering that all Junior ages will start at 12 from 2018 anyway and it could be that the upper age of Juniors is also reduced by a year to end of year of 16th birthday.

Class & Licence Stats

Class statistics reported to the MSA up to the end of September show Honda Cadet as the largest class with 2317 entries against IAME with 1668. Junior X30 has 1477 with MiniMax and Junior Max combined taking 2010 whereas Junior TKM has 498. All Rotax Senior classes show 1385 entries, 177 alone offering almost a third of the total. TKM senior has 686 and X30 Senior 1100. Bambino creeps ever upwards with 348 entries. Trent Valley is by far the club having the most entries with Shenington, Forest Edge, Whilton Mill and Hunts all vying for being the next most successful. The Super One Series reported that there had been 430 separate drivers taking part in 2016 with minimal drop off at the end of the season. As well as Honda Cadet the biggest class was TKM Extreme, a massive turn-around from 2015 thanks in part to dropping Friday practice. Another success story was the KZ UK in the Super Four. Kart licences to the end of September totalled 3451 which included 456 new National B and 65 new Bambinos. The number of Start Karting packs sold was 505.

Request for named club official

Reminder to clubs and team managers that the MSA Coaching course will become more kart specific and will have regional dates available if enough demand. Also could all clubs please notify the secretary their preferred contact official for ABkC emails and communications.

As always comments from clubs and competitors are very welcome.

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