



# NEWS July 2017

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## Moving forward

Progress at last in our discussions with the MSA and our proposals to simplify club racing. Kart Committee has agreed in principle to simplifying club racing and maybe launched under a new title; ‘ClubSport’ has been suggested. And as shown in the recent press release George Robinson and Nigel Edwards had a positive meeting with the MSA. All subject to Council and consultation but hopefully single venue club championships and events would retain the Clerk of the Course in charge of the meeting with drivers having very limited ability to appeal, and not on time or place penalties. Visiting championships and National A championships would still form the three member Judicial Trial panel. Also steps will be taken so that drivers don’t carry on racing under appeal as is currently the case in the Trial.

If you recall the ABkC proposals are:

- Simplifying Club Racing with a single karting rule book
- Hands on kart only training days for clubs and officials
- Development of a range of low cost championships
- Change of focus for the ABkC to be more directly geared to drivers

The MSA has agreed to consider including important karting related regulations from the Blue Book to be incorporated into the Kart Race Yearbook but there is some scepticism that it is feasible. We have sent in a draft of the requirements. And they will work with the ABkC on the proposed training days in 2018, and perhaps we will aim training directly to club meetings. Another suggestion is to resurrect the ProRacer card which gives a swift route for IKR drivers into MSA racing. There is no doubt confusion over the repeated use of the word ‘Clubman’ for different purposes. Clubman is the lowest permit level, below National B (which is required for any visiting championship) and National A for the premier championships. It is also used for Formula Clubman, which used to be called Tyro, and this is also a licence level not requiring an ARKS test.

Clubman class is restricted to 10bhp maximum for Juniors and 15bhp for Seniors. The regulations are on the MSA website here: <https://www.msauk.org/Resource-Centre/Technical-Kart> In that section the regulations for Formula Libre are noted, which does require an ARKS test licence, but gives clubs considerable freedom on mixing and matching engines, some now obsolete.

For 2018 onwards the onus will be on clubs to write championship regulations compliant with MSA standards so the detailed checking that can hold up approval will be eased. Spot checks will be carried out and regulations for high level championships will be scrutinised more carefully. Licences will be brought in for Competition Secretaries / Secretaries of the Meetings but on a voluntary basis. There is still discussion regarding how to bring in Team licencing. It is proposed to amend D20.1.1 to allow entries at a kart clubman meeting up to one hour before the event. There are proposals in the pipeline to streamline Clerk of the Course licence grading and the current Red Flag rules are being looked at with a view to simplification. In future the Clerk of the Course could be signing the Novice driver record cards instead of the Steward. The MSA plans to keep a register of Club Stewards names. As part of the simplification it might be possible to ease the hard rule to have two ambulances over 100 competitors. Of course if a circuit has an approved medical room on its track licence then only one ambulance is required. Please all remember that from 2018 for Starts, when the red light goes out the karts can race and overtake, no longer needing to wait for the start line. Accredited MSA marshals are all receiving goody packs from the MSA. Clubs wishing to consider a closed road race can find advice from the MSA but are warned it is a complex and lengthy process. Trials for racing in the Bambino class are still being considered, possibly in the Autumn. Safety considerations will be paramount.

## Technical

As most should be aware there are changes planned for 2018 in class age ranges and after consultation received

some of these are being revised. Proposals are that instead of 12<sup>th</sup> birthday for the start of the Junior classes, that MiniMax and MiniX could be year of 12<sup>th</sup> birthday with experience, ie not novices and Junior TKM remain at 11<sup>th</sup> birthday. The upper age for Cadets at the moment remains at the end of the year of 12<sup>th</sup> birthday as passed by Council and publicised last September but it is being looked at again. The proposed Intermediate class has definitely been dropped. Tests are still being carried out on the possibility of splitting the Cadet class with two weights, possibly 100kg and 106kg but offering the same laptimes. Given the timescale this is probably unlikely for 2018.

There was much concern about allegations that Cadets are having to buy more tyres, saying they drop off too quickly or at the second meeting used. The MSA is taking steps to seek hard facts and if necessary will undertake more tyre testing. It should be remembered that the most extensive tyre tests ever were undertaken during the selection process. Clubs are urged to consider regulations to limit tyre use say over a season or number of races. All clubs have access to tyre barcoding software which can be used for this purpose. The MSA approved barcode system is from Alpha Timing. There is concern that competitors are not having the required Fire Extinguisher in the pits, and Environmental Scrutineers should be making checks.

Clerks are urged to investigate on track incidents thoroughly and not just rely on the 10sec front fairing penalty. For 2018 transponders will be permitted to have two way communication if under the direct control of the organisers. It was agreed subject to a safety review that the end date for historic kart demonstrations, currently at 1984, could be extended to current date minus 20 years, e.g. up to 1997. Clubs should note that when applying for historic kart demonstrations that the limit under U1.5.1.1 is 1984 or earlier but application could be made for later karts under U1.5.1

It is proposed to introduce the dismountable front fairing in the KZ classes, which were temporarily exempt with concerns over missed gear changes etc. It will also be mandatory in Cadets in 2018 and many clubs have already introduced them without problems. Consideration is being given to tendering for a single type Cadet front fairing. A tender is out for the KZ tyre for 2018 and tests will be carried out before a selection is made. Trials are going to take place on whether to introduce the dynamic noise testing in long circuit, similar to what has been used in short circuit for decades. The bodywork regulations for long circuit racing are also being reviewed. Note the K2005 helmet

standard will expire on 31.12.2019 and the SA2005 on 31.12.2018.

The CIK is formulating regulations for a Cadet class, similar to our ill fated Super Cadet class with 60cc 2-stroke engines.

### Annual General Meeting



As we are sure you are already aware congratulations to George Robinson who was elected as ABkC Chairman at the AGM on 13<sup>th</sup> June held at Coventry. So your new steering group comprises:

George Robinson (Chairman), Graham Smith (Secretary and Treasurer), Nigel Edwards (Vice-Chairman), Vacancy (Direct Drive Technical), Paul Klaassen (Cadet Technical), Kelvin Nicholls (Honda Cadet), Phil Featherstone (Gearbox Technical), Grahame Butterworth (Hunts), Rob Dodds (Forest Edge), Malcolm Fell (Cumbria), Paul Skipp (Clay Pigeon), Martin Bean (Buckmore Park), Steve Wren (Lincs) and Martin Capenhurst (FP4K) was co-opted at the following steering group meeting. In addition, there are representatives from the BKIA (Peter Catt), MSA/ABkC Championship promoter (John Hoyle), the MSA Bambino Championship (Dan Parker), the Scottish, Northern Ireland and Northern associations (Carol Blanchard, Stephen Tosh and Sue Fairless), and the two non-voting Presidents Steve Chapman and Russell Anderson. Tal-Ko and JAG are able to send observers, as does the current vacant Driver Representative. There was a special welcome to Paul Skipp, joining for the first time, and thanks to Colin Lipscomb who stood down.

The formal AGM draft minutes are available on the News Archive section of our website. You can read about the discussions about how some are finding a lack of response from the MSA, whether or not the ABkC should break away or given one last chance, the decline in 'dad and lad' in MSA karting. The Secretary reported we had 27 clubs in membership although promises to pay have been made from two more. We send out something like 1400 brochures per annum from

inquiries through the website. Other than our own classes, mainly gearbox now and Honda Cadet, we are no longer in the loop for national championship drivers's prize money but Tal-Ko and JAG have kindly agreed to keep supporting the club development fund. Rob Jones also promised to pay the previously paid amount for Cadet tyres into our fund so it should remain reasonably healthy. Clubs should contact the secretary if they wish to request a grant, smaller clubs will be prioritised, and should be in before the next steering group on 12<sup>th</sup> September.

The Treasurer presented the 2016 annual accounts to 31.10.16 which showed a profit of £9336.92 compared with a loss of £15069.12 in 2014 but these figures are dependent on when the class and tyre prize money is paid to the account, which will no longer happen. So, after stripping out the effect of that prize money the profit is £2026.92. This compares with a loss of £8039.12 in 2014, largely because of the sponsorship of Kartmania. Income for the ABkC is from club memberships of £5500 and some from O Plate concession fees amounting to £2973 and a donation from Shenington KRC for £500 from their E Plate meeting. For 2017 to date the income from clubs is £5400, the club development fund stands at £4552.50 and have received or about to receive various O Plate concession fees.

There was considerable discussion about the new Cadet tyres, which seem to be needing replaced much more often for club meetings than was expected. Here are some of the suggestions made by attendees at the AGM:

- Club Championships not needing to be approved by MSA.
- Clerk of Course in charge. No MSA Steward required.
- No CIK Classes.
- Single rule book.
- National A level as now.
- Embrace IKR racing but don't try to take over or unify.
- What is the difference – red tape, upfront costs, ARKS test and pack (why not on -line?)
- Trade is a problem – sport too controlled by them.
- Tyres are a problem IKR often use cheaper, longer lasting tyres.
- One-day racing – morning practice followed by afternoon racing.
- IKR does feed drivers into MSA.
- Lack of support for CIK Judicial at club meetings
- Shorter period of training

- General shortage of officials.
- Too much paperwork.
- Potential young scrutineers prefer to get better paid in teams as mechanics.
- Do we ask the entrants if they want to be officials?

And for the proposed training days:

- Train and Buddy system/mentoring at clubs on race days.
- Steve's Clerk's handbook – many tips in this. Keen to elaborate on this at a training day.
- Treat entrants as customers – speak to them properly and politely. Train officials accordingly on how to speak; training on people skills. MSA training booklets are inadequate on this.
- Use a non-motorsport speaker from an alternative sport.
- Scrutineer gives first impression of club. Very important to get right.

The BKIA representative asked if the BKIA and ABkC and possibly ARKS should amalgamate but this did not gain universal support as it could be too trade dominated. It was agreed to loan some funds to Kartmania along with the NKF to allow them to pay their deposits for Silverstone and promotions. The show will be on 2/3 December so clubs should have received an email from Martin Capenhurst to encourage early booking. The steering group will now discuss what changes need to be made to the constitution for the next AGM.



As always comments from clubs and competitors are very welcome.

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