

**Minutes of the Association of British Kart Clubs Annual General Meeting held on 24th April 2019
At Prodrive, Banbury (Draft)**

1 Apologies: Ian Ward (Bayford Meadows), Duncan Masters (RAFMSA), John Gravett (JAG), Mike Mayow (Rissington), Paul Klaassen (Shenington), Tracey Davies (Dragon).

Present: George Robinson (Chair), Graham Smith (Secretary), Grahame Butterworth (Hunts), Malcolm/ Marion Fell (Cumbria), Sue Fairless (NKF), Rob Dodds (Forest Edge), Nigel Edwards (Trent Valley), Paul Skipp / Lee Rennison (Clay Pigeon), Ron / Carol Blanchard (North of Scotland and ASKC), Mike Stackhouse (Chasewater), Kelvin Nichols, Steve Chapman, Steve Wren / Jim Thornsby (Fulbeck), Darren Clarke / Graeme Smith (Whilton Mill). There were 9 clubs present forming a quorum.

Guests: Martin Capenhurst (Kartmania), Dan Parker / Jamie Champkin (Motorsport UK).

2 Approval of the Minutes of the AGM held on 27.03.18 and any Matters Arising:

Approval was proposed by Rob Dodds (Forest Edge) and seconded by Nigel Edwards (TVKC), with all in favour. There were no matters arising.

3 Chairman's Report: George Robinson said he has never before known a year like this when so much has changed with the governance and all points towards a great future for the sport. He applauded the appointment of Dan Parker as Karting Manager, also he believed the forward movement of the sport will be assisted by the expertise of the people present today.

4 Secretary's Report: Graham Smith said we currently have 25 clubs in membership, currently we have lost Buckmore Park – no longer has a club, Cheshire – unhappy with the perceived lack of grass roots support from the governing body, and Super One club. For 2019 we decided on a flat £75 fee for all clubs until we saw how everything settled down under the re-organisation at the Motorsport UK. We thank the clubs for their support to keep what is the kart Regional Association recognised by Motorsport UK and we have full voting rights at the Regional Meetings. We issued newsletters to clubs in April, August, December and February with updates and information to pass onto committee and drivers. The demand for posting out brochures from inquiries on the website continues unabated, some 1200 to 1400 per year. We helped fund Kartmania but decided the costs of attending Autosport with a stand was too high, the ASI refused to allow us to formally be on the Super One stand as before. Nevertheless, a number of us attended to speak to potential kart drivers and of course Karting UK had a dedicated stand.

Motorsport UK kart licence numbers were at 3229 at the end of March, which is encouraging, and the number of tests done in 2018 were only one less than 2017 at 449. The split is biased to juniors at 70% of the tests. As usual the main problem is not getting new drivers in, but that more leave than stay. There could be a boost to licences if Motorsport UK succeed in getting some of the classic kart series back to on permit racing. Shenington club did the largest number of tests followed by Forest Edge, Fulbeck and Cheshire, and Bayford Meadow did by far the largest number of tests for Schools. ARKS also continues to support Kartmania financially. We are sad to lose John Hoyle and Gary James from our steering group as they no longer promote British or ABkC championship, Martin Bean as his Buckmore club is no more and Phil Featherstone who resigned.

Despite promises the one rule book for karting has not yet been completed by Motorsport UK although I sent all the required parts to be extracted from the Blue Book and added to the Gold Book last July. We had hoped there would be at least a pdf version on the website by now. Following discussions with Hugh Chambers we decided not to publish a 2019 version of our Start Karting brochure, as he promised they would do a new version. Although there is a draft version in being, it has not yet been printed so I am still using the 2018 brochure which is fairly up to date, and I have sent 330 out this year alone in email requests. The online version on www.startkarting.co.uk has had the prices updated for the pack and licences. The Steering Group did propose having a seminar for clubs on Best Practice for club officials such as Comp Secs etc, but we have not got this done in time for today, maybe the Motorsport UK could consider for their next Club Open Day meeting. We are also working with Motorsport UK on a draft Paddock safety guideline, and of course we continue to be the class owner for Honda Cadet, the largest supported class in the UK, and for KZ UK and 250 National. We have appointed Russell Anderson as our spokesman on Honda, alongside Kelvin Nicholls, thanks to both.

5 Treasurer's Report: Graham Smith presented the 2018 annual accounts to 31.10.18 which was audited thanks to Marion Fell and prepared thanks to Ann Smith who is the de facto treasurer, and which had been circulated by email to attendees. It showed a profit of £203.08 compared with a loss of £8352.15 in 2017 but remember these 2017 figures are dependent on when the class and tyre prize money is paid to the account, primarily for Super 4 and Club Development which is being phased out. So, after stripping out the effect of that prize money the profit for 2018 was £368.08 and for 2017 was £2802.85. Income for the ABkC is from club memberships of £5650 (£5500 in 2016) and some from O Plate concession fees and E Plate grants which amounted to £2125 (£2430 in 2017). We had

£3212.50 from tyre suppliers including the MSA in lieu of Cadets for the Club Development fund. For 2019 to date the income from clubs is £1875. The various debtors shown in the October account have now all been paid up so our current balance of funds at 12th Feb was £32,227.78 of which £5474 is held for club development funding. We are going to pay £750 towards a number of standard Honda exhausts to be swapped with competitors exhausts at the British Championships. We purchased a new tyre sniffer as the old one was beyond repair. The steering group also proposed expenses to help clubs attend from a distance to the AGM. Adoption of the Annual Accounts to 31.10.18 was proposed by Paul Skipp / Clay Pigeon KC, and seconded by Lesley Allen / Shenington KRC, with all in favour.

6 Nominations for the Steering Group: Nominations from member clubs had been received for Chairman: George Robinson; for Secretary: Graham Smith; for Steering Group: Nigel Edwards (TVKC), Grahame Butterworth (Hunts), Paul Klaassen (Shenington), Malcolm Fell (Cumbria), Jim Thornsby (Fulbeck), Steve Wren (Fulbeck), Lee Rennison (Clay Pigeon) and Rob Dodds (Forest Edge) agreed to be added. There was no requirement for a vote.

7 Constitution and Presentation by Motorsport UK: Prior to a possible vote on a new constitution it was unanimously agreed to hear a presentation by Motorsport UK's Dan Parker and Jamie Champkin on the future of karting within the governing body. The emphasis is now on 'Members' rather than 'Licencees' and is now the number one focus.

Karting is now seen as a sport in its own right and to attempt to achieve a wider fan base. They are going to ensure closer collaboration with more members of the karting community, the whole pyramid, enabling clubs to run different classes. They will ensure that karting is safe, competitive and fair. Dan introduced the recent new appointments to the organisation.

A new app (Revolution) has just been released for members. They will be promoting the sport to new audiences, for example Classic Karting, Commercial Karting, Simulator Racing. The Pro-Racer card will be refreshed, giving credits for racing prior to a licence. The annual Kart Club Open Day meeting is proposed for July 2019. The new British Championship has attracted nearly 600 drivers – the biggest investment ever. There will be new training for officials organised by Sue Sanders. Kart teams are now being embraced within the BKC and they have put parameters in place, an entrants licence, insurance, safeguarding training and regular liaison. Eventually they must work towards the L2 coaching certificate and UKAD certification. Social media policy is very important and recently updated. Dan covered the changes to the regulatory process where the 12-person Board (rather than the Council) is responsible for signing off changes. A new Regulatory Committee has been formed and Motorsports Council will be expanded to around 70 people, representing the car clubs.

Therefore, for karting it is proposed to have a Kart Trade Group, a Superkart Group feeding into Kart Technical and a Karting Council feeding into Kart Committee (clubs representatives; no trade involvement). The Regulatory Committee will be more fleet of foot and could meet ad-hoc for urgent changes.

The Regional Association will be absorbed into the Motor sports council and Karting Council. The Kart Championships Control Panel will be incorporated within the Karting Council. All Kart Class regulations will come under the direct responsibility of Motorsport UK and Kart Technical.

At that juncture George Robinson said that it seemed the Karting Council would supersede the ABKC. He proposed that the ABKC should remain in place until the Council is fully in position and running, then a decision can be made as to the future of the Association.

Jamie Champkin introduced himself as Motorsport UK Regulatory Counsel. He has been involved in motorsport all his life and his son is involved in car racing. At age 63 he decided to accept the invitation from David and Hugh to join them. He remembers when and why the ABKC was founded and hopes now that the ABKC members will become the founders of the Karting Council and thus make decisions on the future of the sport. George then asked for comments.

A member said it would be excellent if it all happens but stated that as yet there is not enough trust. Another member expressed the opinion that it was all about the top end of the sport and what about small non-championships teams?

Dan Parker said they will engage significantly with clubs and small teams and ensure there is some regulations that are confirmatory but not stifling participants.

Jamie confirmed that responsibilities to minors (those under 18 years of age) is a matter of law.

Another member stated that it was felt that Motorsport UK had been listening too much to the teams and not to (especially small) clubs. Teams are dictating where their drivers go, and the small clubs do not get included by the large teams. Another member agreed with this, saying it was vital clubs obtained more support.

It was put to Motorsport UK personnel that in the past no-one visited the small clubs, and no-one queried why some were going out of existence and the perennial shortage of officials and the long training period.

George asked Jamie to look over our proposed new constitution and Jamie replied that he recognised the sport is run by volunteers but through the new appointments there will be a response despite the massive workload.

Regarding the Constitution, Jamie pointed out the problem of the Officers Personal Liability, especially as ABkC is not a limited liability company. Obviously in that case accounts would have to be filed with Companies House. There is not enough safeguard in the expulsion of members e.g. to challenge the verdict and address the committee. Jamie stated that he would give the same advice to any Regional Association if asked.

He was also concerned about the sections recognising policies of Motorsport UK but important ones were omitted, e.g. the Bribery Act and deficiencies on dissolution and distribution of funds, so some re-drafting is required. Rules must not be changed by committee, only by the AGM or EGM. Seeking to involve non-regulated organisations would not be accepted by Motorsport UK as they could get tagged through duplication of officials. Permits cannot be 'split' or suspended any more. He said that the FIA, CIK and Motorsport UK are all clamping down on non-authorized events.

Therefore, Jamie suggested the AGM be adjourned whilst the future of ABkC is further explored with Motorsport UK and hopefully become part of the founders of the Karting Council. Dan Parker suggested the current ABKC Steering Group become the founder members of the Karting Council.

Hunts KC proposed, seconded by Shenington KC that the AGM be adjourned, and the Steering Group be mandated to engage with Motorsport UK on the future of ABKC and the formation of the Karting council. **All in Favour.**

George reminded the members that Tom Gaymor and John Vigor are now members of the Karting Committee.

The AGM was adjourned to a future date to be decided by the Steering Group.

Informal Q & A

a) In response to a question about the future of the ARKS Test, Jamie said that for legal protection a recorded competency test is needed for insurance purposes but a review for a standard ARKS system can be looked at. Dan agreed that prior experience will be used, and the Pro-Racer system is still in the regulations. An alternative is to gain credit signatures from the use of a Clubman licence.

b) Nigel Edwards asked if the intention was to pass over the regulations of Honda Cadet, KZ UK and 250 to Kart Technical Group. The response was that this will be confirmed once the Karting Council and new system is up and running.

Thanks was expressed to ProDrive and David Richards for the use their facilities for this meeting