



## Motorsport UK Karting Newsletter January 2021



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**Welcome to the January 2021 Karting newsletter  
from Motorsport UK , in this edition we will bring**

## **you all the latest news and any regulation changes for Karting**

We would like to send all clubs, competitors, entrants, mechanics, officials, marshals and all volunteers season's greetings and a wish to look forward to a better 2021 with a resumption of normal race weekends.

We would like to thank everyone for their extremely hard work and dedication in putting on events from July onwards, it has been a tremendous team effort.

In the meantime remember that the 2021 Yearbook and Karting Yearbook can be found on the Motorsport UK website by ticking the "Yearbooks" box on the search list in the Resource Centre. These are live documents and will be kept updated as and when new regulations are approved for immediate use.

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IAME Engines changes for 2021



## **New reduced fees for clubs in 2021**

Kart clubs will be sure to welcome a new tiered system of per capita payments in 2021, where entries up to 120 will pay only £9.85, and from 121 upwards will pay the current fee of £14.45.

It is hoped this will help to reduce costs for both clubs and competitors.



## **New for 2021 Clubs can now run Bambino Race Events**

Six year old Bambino drivers now have the chance to race at approved circuits if they purchase the Go Karting starter pack and take the ARKS Novice Driver Test then apply for a Kart Interclub (Bambino) licence, see U1.7.1.

Race regulations must state that the format will be for timed qualifying and standing starts, to set the grids for the heats.

Bambino racing must also be stipulated on the track licence. Also regulations should state that teams are not permitted involvement in Bambino.

The other route to obtain a Kart Clubman (Bambino) licence for time trials is still possible, following the training schedule (see [Bambino Kart Training and Event Guidelines \(motorsportuk.org\)](#) ) and enclosing the signed off Bambino Record card in with the licence application form (downloaded from the [www.motorsportuk.org](http://www.motorsportuk.org) website).







## **The structure of karting in the future and your comments invited**

Following a detailed analysis and study of the kart classes in the UK , Motorsport UK has proposed the following for short-circuit non-gearbox Kart Category structure for 2022 and beyond, displayed in a simple format for each Category showing ages, engine options/requirements, chassis requirements and tyre requirements.

At the end is a simple summary chart, based on driver ages showing the various overlaps between categories. The purpose of this consultation is to gather feedback on the proposed overall structure, finer details, such as class weights, homologation requirements etc. will be established in due course.

<https://www.motorsportuk.org/wp-content/uploads/2020/12/2020-12-23-kart-committee-structure-changes-for-consultation-section-u.pdf>

There is also some information on standing starts and a proposed rule change for 2022

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Your feedback and comments are really important so please send feedback and comment to : [KartConsultation@motorsportuk.org](mailto:KartConsultation@motorsportuk.org) and [Kart@motorsportuk.org](mailto:Kart@motorsportuk.org)



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## **More great news for Bambinos wanting to move into cadet**

The other change for Bambino is that they can move into Cadets in the year their 8<sup>th</sup> birthday if they are at least 125cm height, and weighing a min of 27kgs in their race kit , drivers must have also satisfactorily competed in three Bambino races.

Alternatively if they have signatures for three time trials, and have taken the ARKS Test and then the licence application must be endorsed by their chosen kart club and submitted by them if they are happy with the driver.

The club will then retain the licence until the driver has had three Cadet signatures or has reached their 8<sup>th</sup> birthday, in which case they can apply for an unrestricted Interclub licence.

They are therefore initially restricted to that one venue. See U15.1.1.1





## Junior gearbox (KZJ) approved for 2021

Kart Committee have approved a revised set of regulations for Junior Gearbox, using restricted KZ 125cc engines.

They have also approved in principle a set of Classic Gearbox regulations, initially directed at Formula C and ICC 125cc karts from the nineties.

This will complement the already approved regulations for F100 non-gearbox karts.



## Fast track for K-X Licence holders

KX races (Club 100) have been added to the list of exemptions for those having had proof of at least six races under Motorsport UK permit to be exempted from the ARKS Driving test.

K-X licence holders only need to take the Written Test but must buy the Go Karting starter pack to obtain their Kart Interclub Novice licence. See H8.3.3



## 2021 Honda cadet engine regulations are now online

The 2021 draft Honda GX160 Technical Regulations V16 are available on the ABkC website :

[http://www.abkc.org.uk/wp-](http://www.abkc.org.uk/wp-content/uploads/2020/12/Honda_GX160TechRegsV16_FinalDraft.pdf)

[content/uploads/2020/12/Honda\\_GX160TechRegsV16\\_FinalDraft.pdf](http://www.abkc.org.uk/wp-content/uploads/2020/12/Honda_GX160TechRegsV16_FinalDraft.pdf)

as is the 210 National class regulations for 2021. There are only minor changes to the Honda regulations, along with some new pictures.





## Long Circuit ARKS Changes

Please note that since the summer any novice driver entering long circuit who has not taken their ARKS test at a long circuit must be observed by the Clerk of the Course or an ARKS Instructor during practice at a long circuit before being able to race in that category. See U141.4.

Also a driver in Division 1 will need a minimum of a Kart National licence.



## **Important IAME technical cades for 2021 in Cadet and X30 classes**

The updates are as follows:-

<http://www.iame.co.uk/iameUK/iame-news/#2611>



## **Carburettor**

This will be a new design coming from the HW series carburettor. It has been designed and developed in conjunction with our technical partners Tillotson. The HW is an evolution of the HL that has seen great success after being introduced for the X30 class back in 2015. A variation of the design has also helped to win World karting titles.

The carburettor designated for the IAME class is the HW-47. Manufactured using an improved casting and machining process to give greater accuracy and features like the adjustable high and low speed jets, allowing the optimum setting to be identified with ease, are both benefits of this new carburettor and inherent in the HW series. Specifically designed for this model, it features a 15mm Venturi and external pulse connection while the diaphragm kit is the same used in the X30 classes.

## **Exhaust Restrictor**

Following a design concept first made for the KF engines, this has passed down to the 60cc Gazelle engine. It features a one piece CNC machined exhaust manifold, the manufacturing process allows for more efficient gas flow which not only help in performance but also has been seen to equalise engines. A 16mm restrictor will be used in 2021 which gives a decrease in the lap time of approx 0.6 seconds with an increase of 1 hp.

The introduction of both new parts will help equal out current equipment, seeing the replacement of the current HL 394 which has become arduous for many in the class, especially novices, over the past few years.

## **Introduction**

The new parts will be mandatory at all Motorsport UK race meetings from 1st March 2021. The parts will be available for sale from 5th February 2021. Please send your order request to [james@iame.co.uk](mailto:james@iame.co.uk)

## **Cost**

Thanks to the support given from Tillotson, IAME S.P.A and John Mills Engineering, there will be a heavily subsidised introductory price for all components using a phased approach.

HW-47 carburettor and exhaust restrictor kit, including the new thermal spacer and mounting studs and necessary gaskets:

\*Subsidised cost £99 + vat (this will be limited to 2 kits per competitor, valid until 30th April 2021)

Exhaust restrictor only: <sup>[1]</sup><sub>[SEP]</sub>\*Subsidised cost £39 + vat (valid until 30th April 2021)

Please note these prices apply only to Motorsport UK licence holders and a copy of a 2021 licence will be required to be presented prior to purchasing..

The costs after this date will be:

HW 47 Carburettor £99 + vat [RRP £189 + vat]

Exhaust restrictor £55 + vat [RRP £80 + vat]

These prices will be fixed until the end of 2021

## **In the X30 classes**

The IAME additional silencer must be used in all the IAME X30 classes from 2021, i.e. MiniX, Junior X30 and Senior X30.