

Welcome to the July 2022 Newsletter

Lots happening since our last newsletter:

- Confirmation of restructuring for 2023
- Shortage of tyres in some classes
- Future of Scrutineering Trial underway
- Practice Day Permits
- Grass roots race permit trials

New classes

ABKC has asked that brief details of new class applications be made public so that clubs can consider which to support in 2023. The class stakeholders require written support from at least three clubs to accompany their application for a new class. The final approved list won't be known until early October. Briefly all non gearbox classes are open to applications, in Cadets only the current Dunlop tyre can be used for 2023, with a tender for future years. The chassis changes to the 950mm wheelbase type as used in most other countries, but the current size karts can continue except in the British Championship. The new Intermediate class for 10 – 13 year olds (entry at year of 10th with National licence) also uses the 950 chassis, but tyres are free to be chosen by the class stakeholder. The Junior age comes down a year, whilst Senior details remain mostly unchanged. Testing of the new classes will take place over the summer, but some like the IAME Waterswift and MicroMax may have trial races this year. The Bambino electric class tenders will be delayed. So clubs will need to think carefully about which new classes they can support and expect sufficient entries.

Tyre Shortage

Although it seems tyres are more generally available, earlier this year clubs had to make choices based on their local circumstances and tyre availability of alternatives, then apply for Motorsport UK permission if changing from the class tyre. We felt it wasn't possible to recommend a one size fits all solution.

Future of Scrutineering

Any club not wishing to safety scrutineer all karts entered will be now have completed an application form to Dan Parker seeking agreement to safety check a minimum of 25% of the entry including all novices and newcomers. A report on failures each meeting must be given to the Steward. Then every four or five meetings all classes will have been carefully checked. Only kart racing and car racing has been permitted the trial. Feedback will be used by the Kart Technical Working Group to draft the 2023 scrutineering regulations.

Practice Day Permits and Grass Roots Racing

Several clubs have taken advantage of the fully Motorsport UK insured practice days, all drivers needing a minimum of a free RS Clubman licence. And trials are expected for the grass roots club race permits, as

detailed at the Kart Council meeting. ARKS are planning to devolve the novice driver testing to clubs, with a light touch for new drivers entering the new format. A PG Entrant licence is still required for guardians of under 18 drivers, but this probably has to be a manual paper based application until a new digital system can be introduced. In any case the whole karting pathway of licencing is being reviewed.

In other news the future of the Lets Go Karting initiatives is being reviewed for new branding and a re-launch. Safeguarding has also been re-launched as per the recent announcements to clubs, and for 2023 licence renewals all Kart Clerks and Scrutineers will have to enter their DBS certificate number on their application forms. It will be mandatory in these roles. The average age of a marshal has come down to 48 and a new Cadet marshal training programme is in the pipeline. Hopefully all clubs are considering how to improve sustainability, the sport is committed to net zero by 2040.

Judicial System

ABKC has requested that the regulations to permit the referee system to be used at kart meetings, where the Clerk makes a decision based on the evidence from his officials to be clarified and put into the Blue Book. The progression of these regulations seemed to have got stalled before COVID kicked in. Already this procedure for a five second penalty can take place for an in race penalty supported by video evidence. ABKC queried the May update of the Judicial Procedures, where it said that the Club Safeguarding Officer must be present at all hearings involving a minor. This has now been changed to a recommendation in the June update. The other change was that all written and video evidence must be given to the drivers before the hearing to consider in advance. This is still under review. ABKC recommends that all judicial hearings are recorded in video and audio. Low cost cameras like the TP-Link TAPO Mini Smart TP60 could be used. Clubs are requested to offer to hold official's taster days.

Requests for information

Could clubs email secretary@abkc.org.uk with information as follows please, many thanks:

- Weight survey of Cadet and Junior drivers, class, weight and age of driver, optionally the amount of ballast on the kart
- Tyre restrictions in use at the club, class and details
- What percentage of marshals at your club have registered with Motorsport UK

And next a Kart Council meeting is planned for September with the restructuring on the agenda.