

## Welcome to the December issue

As we come to the end of the 2022 year, the ABKC Steering Group and executive members wish all clubs a happy Christmas and prosperous and successful 2023. Next year is going to be exceptionally challenging until all the new classes settle down and clubs learn how to best make it work. And not to mention the challenging times for our competitors, with inflation pressures and the cost of fuel in general. We hope that all your awards functions have been successful. Remember that the chairman and the members of the operational team here at ABKC are here to help with any issues.

## Committee Representation

As we are represented either directly or indirectly on Kart Committee, Kart Technical Advisory Group, the Regional Committee and the Safety Committee, we do have a lot of influence and input to Motorsport UK. We thank all clubs for their support and thank the steering group for their time and expert contribution. We also thank George Robinson for his valued contribution, he is standing down as chair of Kart Committee and Kart Technical. John Vigor will be taking over as Kart Committee chair, and Dan Parker as Kart Technical chair.

## Kartmania

ABKC and ARKS had a successful time at the Kartmania show, which was certainly the best attended for some time. Next year's show will be on 25/26th November. The club stands were busy dealing with inquiries and the boot sale was thriving.

## Regulations

The 2023 Karting Yearbook is available on the Motorsport UK website, and we would advise studying the age limits, the driver minimum weights, and the class weights for all of the new classes, and for the adjustments made to the junior classes. Perhaps print off the class table at the end of the Gold Book for easy reference. Please ask scrutineers to check that the new Cadet and Intermediate 950 chassis and brake systems are indeed one of the five homologated or twelve CIK applications (seven for CIK brakes) that are listed on the Motorsport UK website and shown on the scrutineering card or digital entry. Go to Resource Centre and Technical Kart for the lists. Remember in Cadets either 900 or 950 chassis can be used, but only 950 in Intermediate. Once a driver moves up any category they cannot revert to the previous category e.g. a driver cannot do both Cadet and Intermediate. If a club wishes to offer the Cadet Honda GX200 sealed engine during 2022, they should make application to Dan Parker.

## Scrutineering

The ongoing scrutineering self-declaration trial will continue into 2023, moving into phase two, where more structured feedback from participating clubs will be

required, to enable some more informed decision making beyond next year. Clubs wishing to have the trials, or continue, should have written confirmation from Dan Parker. For some of the new classes, scrutineer training will be offered by the class stakeholders and new scrutineering tools should also be made available.

## Race with Respect

Clubs will be aware that there was a recent webinar on Race with Respect and all clubs have now been sent a link with the video and slides used. The procedures need to be studied and used where necessary. Reference to Motorsport UK can be used to deal with the likes of issues on social media. Encouragement should also be given to take the short coaching course available, it will be use to parents, team personnel and anyone in the club involved with helping drivers. Those more professionally involved should move onto the next Level 2 step in coaching qualification.

## Proposals

There is a proposal for 2024 that to obtain a National licence, a minimum of ten signatures are required instead of the current six (including the ARKS test). Although the Novice licence category will not be restored, it should be noted that first year licences have ARKS marked on them. During practice sessions the maximum grid number on the track licence can be increased by 10%, rounded up.

## Kart Club permits

A trial of the new Kart Club permit event has taken place, available on request to small clubs with less than 100 entries and maximum grid size of 24. New competitors can take part after a practice day assessment, by taking out a free RS Clubman licence, which is then endorsed for racing at that club only. Timed qualifying must be used. The permit per capita fee is only £6.25. Details of the latest guidelines are available from the Karting Manager Dan Parker.

## Concussion Policy

Clubs should be aware of the Motorsport UK concussion policy, where any driver having a suspected head injury must return their licence until cleared by a doctor.

## AGM

We will be setting up the Annual General Meeting early in 2023, and in the meantime please send feedback about the new classes (or indeed anything) to [secretary@abkc.org.uk](mailto:secretary@abkc.org.uk) or [chairman@abkc.org.uk](mailto:chairman@abkc.org.uk) Happy Christmas.