

## Welcome to the July Edition of ABKC News

Your executive is currently involved in several very important and significant matters affecting karting – future strategy and Blue book changes. We fed in your comments received on future strategy which will be further discussed in August, including the effects of unlicensed racing.

All agreed it was very important that the needs of the drivers not doing travelling championships are studied and catered for. We are aware that some small clubs are really struggling for entries, and would welcome discussion and feedback from these clubs, to see where we can help. Many are transitioning to the Super K-X permit format, which greatly reduces the cost and complications of a meeting. Already this has been used by all four of the Scottish clubs, wiping out unlicensed racing there, and there are 'good vibes' about other organisations transitioning in 2024. We are arranging for updated details to be sent to you all.

## National Competition Rules

At last the Blue book is undergoing a major update and review. National Competition Rules, or NCR, will replace the Blue Book and will likely be a totally digital document for 2024. We are assisting with the detailed review of the wording and tidying up of current regulations. Any significant changes will be put through consultation in the usual way. In doing this review regulations are being streamlined and harmonised for the benefit of everyone. The changes are going ahead at a great pace and shortly we will be able to give you a quick snapshot of significant changes where they apply.

## Scrutineering and Regulation Changes

Clubs are advised to review the approved regulation changes, available on the MSUK website. These include that batteries must be fitted on a main chassis rail or on or behind the seat (not on the Nassau panel), and a change for maximum width in Cadets. For 2024 there is the possible option for the pole position driver to request a change to the other side, if allowed in regulations and it is proposed to remove the option for a whirly visor. Several helmets have been rejected and impounded due to overheating damage by drying the linings. And suits seem to be susceptible to having holes rubbed through with contact from the rib protector, again will be rejected for use.

## Tyres

It is proposed that the Le Cont tyre in KZ2 will be extended through 2024, during which a tender will be put out for 2025. For Superkart 250 Mono it is proposed that one brand will be selected for 2024. Tyre tenders are being issued for 2024 for Bambino (all-weather) and Cadet categories.

## Track Limits

To summarise, from 1st June, instead of being a wheel over the white line, or outer edge of a kerb, it will now be any one tyre patch. For 2023 current race regulations of two transgressions and disqualification may follow, but for timed qualifying the timekeepers will need to delete the lap that the transgression occurred. That follows the new car racing rules. It is suggested that drivers are made aware of the corners that will be observed and enforced. There are ongoing discussions with MSUK regarding how we apply this consistently and in the best interests of karting and the venues.

## Battery Fires

There has been an alarming number of battery fires on karts recently and Motorsport UK are asking clubs to report details of any fires to [kart@motorsportuk.org](mailto:kart@motorsportuk.org), whether in race or practice days.

## Light Panels

Motorsport UK have reiterated their request that venues do not purchase light panels until they and the CIK-FIA set up a suitable standard for kart circuits.

## ARKS

As the clubs with Examiners will know, the system changed on 1st July. Participating clubs are now free to set the fee, the voucher payment system has been discontinued but any vouchers presented will be honoured and the club refunded. A new video is going to be made this year.

## Suspension of licences

The Register has now been updated to show who can still attend a meeting but cannot participate, and those who cannot attend for any reason and must be reported if they do. The register is a live document under "The Sport" heading on MSUK website.

## Kartmania

Interest is high and clubs are urged to support and let Martin know without delay if they are planning to attend. ([kartmania1@gmail.com](mailto:kartmania1@gmail.com)) The cost of power has increased to £190.

## Marshalling

Motorsport UK have noted that at some tracks marshals are not remaining in their posts until the track is neutralised. It is very important for all sorts of safety reasons that marshals remain in the confines of their posts and that a pre-event briefing takes place.

## Membership

We welcome back Cumbria Kart Racing Club. Please ensure competitors put a photo of their club card on their profile, and only accept members of the ABKC to your meetings. We thank all the 30 clubs in membership.