

## **Minutes of the 2023 Association of British Kart Club Annual General Meeting**

Held by Zoom digitally on 8<sup>th</sup> February 2024

**1 Apologies:** Paul Sirett (Whilton Mill), Gary Preece (British Historic Kart Club), Kevin O'Malley (Rye House), Gaynor Heath (NatSKA), Darren Beavers (Champion)

**Present:**

17 clubs represented: RAFMSA, Club100 (part-time), British Historic, Chasewater, Jersey, TVKC, Forest Edge, Clay Pigeon, West of Scotland, Bayford Meadows, NATSKA, Champions, Shenington, Fulbeck, Cumbria, F100, Medway

In attendance: Dan Parker, Motorsport UK Karting Manager

### **2 Approval of the 2023 AGM Minutes**

Proposed by Bayford Meadows and seconded by Forest Edge, all approved.

### **3 Chairman's Address:**

Nigel Edwards welcomed participants and said after COVID he felt karting had drifted a bit but with 2023 and the big class changes the structure has settled quite well. The IKR issue has moved on with two big championships now coming under MSUK permit. It feels like the ABKC is in a strong position, no longer involved in championships, and concentrating on its member clubs. And for 2024 we have been able to reduce the membership fee to £75. He said please use the steering group for suggestions, for accessing publicity via our social media outlets and of course we are well represented on the committees. He pondered over the debate at his club as to whether to have a club championship as there are so many national series, but concluded that for some clubs it is still necessary. So to sum up we are all better together.

### **4 Secretary Report**

Graham Smith said we had 35 clubs in membership during 2023 / 2024 welcoming many new of which several have affiliated for the first time to Motorsport UK bringing newly licenced drivers with them. So far in 2024 15 have renewed. We have been trying hard to issue a newsletter every month with some success, and in December we put two out so clubs could keep up to date with regulation changes for 2024. The website is also a good resource for finding regulations. We had a stand at Kartmania as usual, but were not very keen on the mezzanine location and have asked to return to the main floor in 2024. As usual we are represented on all the main Kart Committees and the Regional Committee where we are well respected and give karting a voice. Motorsport UK very much value the Regional Meeting with regular attendance by all the principals updating the members. I am also a member of the Safety Committee to discuss any kart related issues and I do also get involved in other safety items. The Steering Group have official's recruitment as more or less a standing item, and have also discussed recently the issues regarding the uncertainty about the TAG transponders. We are also discussing light panels and the provision of Motorsport UK grants for clubs. We help with lots of questions from both newcomers looking to start karting, and from clubs and competitors seeking regulation clarification or suggesting changes. Everyone who seeks help to get started via the website receives a bespoke reply pointing them to their local club. Later in the meeting Grahame will update us on the plans for a new website, and on our next newsletter which will be all about sustainability. We will also keep involved along with Dan Parker to encourage circuits like Dunkeswell back to Motorsport UK, and other IKR series.

Thank you to all the clubs who have renewed already and please to the others to remember to renew. Thank you all for the support of the ABKC.

### **5 Treasurer Report**

The annual accounts to 31<sup>st</sup> October 2023 prepared by Ann Smith were available to all clubs by a web link on the agenda notice. We continue to loan Kartmania £2500. The balance at the 31st October year end is £25474.05 compared with £23364.17 in 2022. The income was £3697.72 and expenditure £1587.84 compared with £2250.35 in 2022, the extra largely due to the cost of the new show stand. So we end up with a profit of £2014.88 which enabled the Steering Group to recommend a 2024 flat subscription fee down to only £75. So far the 2024 subscriptions have raised £1125. I am happy to take any questions.

The accounts were proposed by Shenington and seconded by British Historic KC with all in favour.

### **6 Nominations for Steering Group**

Nominations received are Nigel Edwards for Chair, Graham Smith for Secretary and for the other members Rob Dodds, Paul Skipp, Jim Thornsby, Ian Ward, Paul Sirett and Dan Ashton. Nigel proposed that rather than have a vote all would be accepted by means of co-opting the sixth person, and also co-opting Grahame Butterworth to continue as Operations Manager. Proposed by Chasewater and seconded by Jersey, motion carried.

### **7 Nominations for Treasurer**

Ann Smith was proposed to continue by Shenington, seconded by Bayford, motion carried.

### **8 Operations Manager Report**

Grahame Butterworth said he was very pleased to see more championships coming under Motorsport UK. The nature of the sport has changed from Dads & Lads to team driven. He said the website is out of date technically and needs a new look. Motorsport UK is pushing newcomers into Teamsport indoors and Club100 so our website needs to concentrate on our club owner driver racing. He thought it could cost up to £5k. Facebook gets a lot of use and he planned to do more with Instagram. We are about to issue a newsletter about sustainability and reducing carbon output at events. He will make use of the MSUK calculations on kart event carbon emissions, which is generally not so much about the actual kart use.

### **9 Resolutions**

There were no formal resolutions put forward by clubs. The formal meeting was closed.

### **Informal Q&A**

Once the formal meeting was over, there was an open Q&A but first Nigel asked all the clubs to give a quick resume.

BHKC – major change of committee last year, massive inroads on showcasing historic karting at shows. Noted don't race, just have demonstrations and static displays.

Jersey – had problems finding medical cover, but 2024 looking better, shortage of officials which was helped to resolve by Dan Parker. They have secured 3 years worth of sponsorship and investing in ARKS to build up numbers.

Bayford – a good 2023, the new class structure picked up but with a loss of Cadets and increase in Juniors. Will go back to the Clerk Judicial system, the CIK system takes too long

Clay Pigeon – struggling for entries and officials to run the meetings. New classes caused some problems.

RAFMSA – First 2024 round is at Wombwell with 65 entries, 200 drivers, better than a few years ago

Forest Edge – A very good 2023, 230 attended the dinner, renewals good. Honda 160 near to previous, Senior Rotax down. Drivers coming in from Teamsport with local liaison, and Club100.

Shenington – 2023 was challenging to understand how the new class entries would impact the timetables, especially Cadets. Honda200 revived in January 2024. The 2024 Rotax Inter is too fast.

Finding teams are taking drivers abroad so much loses club entries.

Chasewater – still a club

Cumbria – surviving but very small grids, another £50k investment into the circuit.

Champions – good grids, a big learning curve to set up under MSUK, over 20 MightE Bambinos registered.

NatSKA – looking forward to a good year ahead, mostly Honda160 engines, TKM dwindling, new teams coming in.

F100/Medway – Took a lot of stabilising of the new classes at Buckmore, Bambinos down, new circuit investments planned.

West of Scotland – Fairly strong uptake, last year affected by drivers going south to other championships. LGM and British Champs will be 2024 highlights

- a) Dan Parker was invited to update from Motorsport UK. He thanked the ABKC and said the member numbers is testament to the hard work of the group, and great to see the new clubs. They have made decisions where to concentrate their efforts, taking feedback on board e.g. lack of officials, costs to clubs, medical cover costs tc. We want to make the sport more inclusive and also remember our senior drivers. Nigel Edwards asked if we could liaise with Teamsport about passing on drivers (like Forest Edge). Dan said there should be an intermediate stage, like going to arrive and drive at NKA outdoor circuits. Regarding the apparent increase in speed of Rotax inter he said only two or three clubs have complained, if necessary they will look at it. Answering a question he said the new track at Silverstone is on hold, and they are liaising regarding the new Formula Drive circuit in Tottenham.
- b) Next AGM to be in person / hybrid from Steve Chapman who said it is better so people can chat on the sidelines. Graham said to some extent the Kart Council provides that opportunity. Nigel said the Steering Group will consider.
- c) Marshal recruitment – Dan Parker said this is often discussed internally as it is only in karting that marshals get expenses. Light panels might allow for less marshals. He said a shortage was not something he was aware of previously.
- d) Setting consistent standards across ABKC clubs, races and practice. This request was raised by Paul Sirett from Whilton Mills.
- e) Shenington asked if the age for cadet marshals allowed trackside be reduced from current age 16, as after all they can race high speed cars from 14 and relax buddy accompanying rules to allow more use of youngsters before they go off to university or work. Dan Parker promised to discuss this with his colleagues and see if there is a way forward. Shenington also asked for more efforts to get more female diversity into the sport, not just drivers. Agreed ABKC to do a poll email. **Action Secretary**
- f) Rob Dodds for Forest Edge said more scrutineers are going to events abroad, which in itself is not a problem so long as they can also service their club, but they come back full of the latest proposed regulations and try and impose on the club causing potential problems.
- g) Rob Dodds said there had been instances of wheel rims exploding whilst fitting the new Vega front Cadet tyres, they are much narrower. He also suggested having different fixed gearings for different tracks. Dan Parker said they were taking the issue very seriously and are discussing with the wheel manufacturer and the tyre importer, maybe to recommend a wheel width. Also it is important to not over-inflate and preferably to use a tyre band. He asked for any similar issues to be reported to him. Steve Chapman commented he did not agree with fixed gearing but Rob Dodds said the racing had never been closer.
- h) Champions asked if more clubs could offer the Bambino class noting that the electric and Comer can race on the track at the same time. Darren Beavers suggested that the ABKC should provide feather flags to clubs. **Action Grahame Butterworth**
- i) Dan Parker thanked everyone and offered Motorsport UK HQ in Bicester as a future hybrid meeting venue. He wished everyone a successful 2024 season.
- j) Nigel thanked all the steering group for their hard work and said we are all available for questions or suggestions. Rob Dodds in turn thanked Nigel for steering the ship.