



NEWS October 2017

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Steering Group

The ABkC Steering group met under the chairmanship of George Robinson to review progress of discussions with the MSA on simplifying and improving club racing, of which more later.

CIK-FIA World Championships



The ABkC sends congratulations to British drivers Danny Keirle (pictured above courtesy kartpix.net) and Dexter Patterson who lifted the biggest prizes in karting winning the CIK-FIA OK and OK Junior World championships amongst 180 plus entrants at PF International. 20 year old Keirle was having his first race in the OK category, whilst 14 year old Patterson led home an all British podium.

MSA Regulation Age Changes

Now let us start by reviewing age changes coming for 2018. Firstly all age brackets stay the same except that drivers can only stay in a Junior class until the end of the year of their 16th birthday and subject to class owners decisions novice drivers or National B licence holders could now enter senior classes from the year of their 16th birthday. Currently only National A drivers can do that, and it is still subject to a minimum driver weight until the age of 16. For KZ it is proposed that a National B, not novice, could join the class in the year of their 16th birthday but for 250 it would remain at 16. The

changes were all agreed by Council last year along with proposed changes to Cadet. However at the September 2017 Council it was agreed to drop the proposed Intermediate class and leave the Cadet upper age at end of year of 13th birthday for the time being. Whilst Junior TKM remains with an entry age of 11th birthday, MiniMax, MiniX and other such low power junior classes will have an entry age of year of 12th birthday.

MSA Regulation Technical Changes

All Cadet races will need to use the dismantable front fairing in 2018. The MSA is looking into a bespoke block for Cadets for so the front fairing moves back more readily. They are also considering a tender for a mandatory front fairing for 2019. There are clarifications on definitions of tyre heating and only pump spec fuel will be allowed in karting unless a waiver for CIK 102 is agreed. Following a survey of drivers in which 70% objected to having dismantable front fairings in KZ any proposal for this has been put off. The CIK is looking into a new type block for the dismantable front fairings. There are changes to transponder regulations to allow passing of message via the transponder if under the control of the officials.



Fernando Alonso was an interested spectator at PFI

MSA Regulation Sporting Changes

From 2018 at a race start karts can overtake as soon as the red light goes out instead of waiting for the start line. Waivers for demonstrations of historic karts will be extended on request to allow classic karts up to 1997. There is also a clarification that front fairings cannot be reset after the chequer flag until release from parc ferme. Late entries will be allowed in Clubman kart racing up to one hour before the start of the event. The Judicial Trial of a three man panel will be mandatory for everything from National B and National A but Clubman permit club karting can continue to use just the Clerk. In practice this means a three man panel will need to be set up whilst any visiting National B guest series races need any judicial interviews. The MSA have confirmed that whilst it is recommended that one of the Stewards should be a Clerk it is at the discretion of the club to use two experienced Club Stewards on the Panel with the MSA Steward. Clerks can be fast tracked to Stewards and single discipline stewards are now permitted. The Red Flag regulations are under review by Kart Committee for simplification.

Bambino

A trial race will take place in the Autumn and if successful Bambino racing could be permitted in the MSA Championship in 2018 for 7 or 8 year olds with at least six Bambino signatures. There will always be timed qualifying and standing starts and the series would run in parallel with the time trial championship.

Other MSA News



MSA Chief Executive Rob Jones (above left) brought 130 MSA committee members from all disciplines to view the CIK-FIA World Championships at PFI. They were also addressed by circuit owner Paul Fletcher (above right).

Child Safeguarding Workshops are being held in evenings during the week, often at club venues. Parents and team managers are encouraged to attend. Clubs have all adopted a new version of the MSA Child Safeguarding policy and the Club Child Safeguarding

Officer's name and photo must be displayed on the club notice board. MSA Kart licences up to the end of July totalled 3174 with 383 Start Karting packs sold.

Tyres

Although easing there still appears to be shortages in stock of the Cadet and KZ tyres from Dunlop although more stock is promised in early October. The MSA have undertaken GC tests of current Cadet tyres purchased as a mystery shopper against the tyres tested last year and found no difference. Clubs are recommended to put limits on Cadet tyres into their 2018 regulations e.g. only two sets of slicks allowed for the whole club championship season. It may be necessary to have guest drivers 'invisible' in the points structure. And maybe guest drivers could only be allowed to have pre-used tyres. Many discussions have been held at the MSA about the supposed Cadet tyre problems. A tender is out for the tyres for the KZ classes from 2018 for three years and testing is being undertaken. KZ drivers should be aware there could be a change of tyre in 2018.

Barcode systems

Several clubs have taken up the official MSA approved bar code system from Alpha Timing. The MSA is open to requests for the Club Development Fund for up to 50% of the purchase price of up to two bar code readers, the forms are available on here:

<https://www.msauk.org/Resource-Centre/Clubs-Organisers>

Applications should be made under the headings of "Development and Delivery of Motor Sport Events and Activities" and "Equipment" which can fund up to £1000 or 50% up to that.

Kart Shows

Kartmania will be held at Silverstone on 2nd / 3rd December and the ABkC has provided a club development grant of £1500 for Kartmania to help encourage clubs to attend. The more clubs that can come the better for encouraging newcomers so please do contact Martin Capenhurst and get your club booked in. The ABkC along with ARKS and hopefully the MSA will staff the information centre at Kartmania and send prospective drivers along to the appropriate club stand. The ABkC will again be on the Super One stand at the January Autosport International show.

Important Information for Clubs

From next year it will not be legal to charge surcharges for debit and credit card payments so clubs may have to increase fees to counter charges. See

<https://www.gov.uk/government/news/rip-off-card-charges-to-be-outlawed>

And new Data Protection rules coming in from May 2018 called GDPR mean that customers will have to make a positive affirmation that their details will be held in a database, see here:

<https://ico.org.uk/for-organisations/data-protection-reform/overview-of-the-gdpr/>

So online entry systems will need a tick box that must be ticked before continuing and entry and membership forms likewise for 2018. Specific permission is needed to store data for under 16 year olds too. There is plenty of advice on line about these EU changes.

ABkC News

Three clubs, East of Scotland, FP4K and RAFMSA have not paid their 2017 membership fees as yet, so we encourage them to do so. Membership fees amounted to £5400 and clubs reported 3964 members in 2016, compared with 3974 in 2015. The ABkC had £32418 in the bank accounts which included £4552 in the Club Development Fund (now less £1500 to Kartmania).

Club Development Grants

Clubs are encouraged to apply for ABkC Club Development funds for their projects via the ABkC secretary. The application form is available from the Secretary.

Gearbox updates

Four new 450cc 4-stroke engines have been put forward for registration for 2018 onwards and once approved a club can get a waiver from the MSA to run the engine for no points no prizes during the rest of 2017. The engines are TM 450, KTM 450, Husqvarna and the Rotax CanAm.

Direct Drive updates

An updated Honda Technical Regulations, Issue V.13, will be issued for 2018. Updates include that the engine must be as raced with no removal of carbon for eligibility checking, amendments to jets due Honda variations; Ignition timing red gauge no longer to be used; a minimum/maximum weight for flywheel will be specified. Changes to the stroke tolerances are still being discussed and could be introduced at a later date. Valve seat regulations were considered but have been dropped. The engine preparers have all agreed a maximum of £100 to rebuild an engine after a scrutineering strip.

O and E Plate Applications

For 2018 clubs are asked to bid by 31st October to the ABkC Secretary but must have the support of the class owner. They should lay out their plans in a letter by that date. And for the Honda & IAME Cadet, OK classes,

KZ UK and 250 National please also send bids to the Secretary by that date.

CIK Report

MiniKart class proposals are being set up to use a 950mm chassis and 60cc 2-stroke engine, no CIK Championship but engines to be homologated. The performance difference between Prime and Option tyre is currently 2% but will go to 4% for 2020. There will be less homologation options in future except brakes can have, for example, two discs. A decision is awaited on confirming a promoter for the CIK 2018 championships.

MSA / ABkC Discussions

George Robinson and Nigel Edwards have sent proposals to the MSA but due to their pre-occupation with the Fatal Accident Inquiry in Edinburgh unfortunately little progress has been made. Rob Jones, the Chief Executive, has promised meetings soon. Here is what we want discussing:

- a) A simplified rule book for kart drivers comprising the class regulations from the Gold Book plus essential parts of the Blue Book. An outline proposal has been sent to the MSA but this cannot go into book form for 2018 as print contracts are already made. It could however be done electronically in terms of a pdf file on websites.
- b) ABkC involvement in the 2018 officials' seminars and possibly having 'buddying' of scrutineers at meeting to keep them updated.
- c) A proposal of an easier route into MSA racing by a one-off club practice day fee to anyone new with having a kart to include the club membership, MSA licence. Then they would be assessed by ARKS for permission to race at that club only initially.
- d) Track Standards – to reconsider a grading criteria for kart circuits and thus drive through improvements. Clubs are urged to show on their public track map in their programme the whereabouts of the Repair Area, Water Points, Toilet Disposal point, etc. to aid newcomers to their circuit. There was some discussion that club entry fees need to be raised so that there are more funds available to make improvements.
- f) Facebook and Social Media – Further improvements to the ABkC outlets.

As always comments from clubs and competitors are very welcome and encouraged.

(Editor Graham Smith, email secretary@abkc.org.uk)