



NEWS October 2019

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Nearing the end of the season it is time to summarise the changes planned for 2020 and give an update to clubs and competitors. Motorsport UK had hoped to have a club meeting in September where we would have learned more about the proposed Karting Council and the possible effects on the future of the Association. They now plan to have that meeting in November and the Steering Group will then consider the consequences going forward and reinstate the adjourned Annual General Meeting. The question that Clubs should be asking is do they need or want a dedicated “Regional” Association for karting, or would they rather join their local regional association along with the car clubs? It is proposed that the Karting Council will invite a representative from all kart clubs.

O and E Plate Championships 2020



An O Plate from the Legends

It is time again to put bids in for the class O and E Plate 2020 venues please. The procedure is the same as last year. Clubs that wish to apply for promoting the O and E Plates for Rotax and IAME X30 should contact the class owners in the Rotax (John Gravett at JAG, both O and E) and X30 (James Mills at John Mills Engineering, O Plate only) classes with their bids. For Honda Cadet, IAME Cadet, KZ2, KZ UK and 250 National please send applications to the ABkC Secretary (secretary@abkc.org.uk). All bids need to be lodged by 20th November for consideration. The applications need to show strong evidence that the meeting will be

supported on the proposed date and venue, by reference to club entries through the year for that class, and describe the format of the proposed race meeting. By the way the E Plate must be at an English venue, being the English championship. Long circuit clubs should apply to Dan Parker at Motorsport UK (dan.parker@motorsportuk.org).

Cadet tyres

There will be a new Cadet slick tyre for 2020, the Dunlop SL3-MSUK. Clubs can apply to the Motorsport UK to use the tyre at club meetings from 1st November if they wish, but will need an approved bulletin to amend championship regulations. Motorsport UK have sent clubs a proforma bulletin they can use to seek official agreement then send out to competitors. Unfortunately there is little or no stock of the current LS2 tyres now. The SL3 tyre will be mandatory from 1st January, and is available now. Manufacturers have had access to the tyre already to help develop their 2020 homologation Cadet karts. There has been eight applications for new models for 2020. The new tyre will be better for cold weather conditions, easier to drive and slightly faster than the LS2-MSA current tyre. We continue to encourage clubs to put tyre restrictions into their 2020 championship regulations, e.g. only two sets of slicks for the year. The bar code system issued or available to all clubs makes this a simple process. The best way to treat guest drivers coming to these meetings where the members have restrictions, is to enforce a maximum tread depth, i.e. only use a tyre that has had at least one or more meetings use.

Ages and Classes

All the proposed changes to ages and the introduction of the Mini category for 2020 have been approved. Basically the upper age of Cadet will be the year of the 12th birthday. Although in theory Mini classes could have been the year of 11th birthday it now looks likely it will only be from 11th birthday for MiniX and MiniMax for 2020 whilst under review. The class weight for these two classes will be 130kg. Chassis cannot be fitted with a third bearing or any torsion bars, to keep the weight down and to match the lowering of the age. With more

flexibility on a lower class and kart weight, Junior TKM in 2020 will permit drivers from the year of their 11th birthday if they hold a National A licence. In all these classes the driver will need to be at least 37kg weight with suit and helmet, and minimum 135cm height (without helmet). They can stay in the Mini category until the end of the year of their 14th birthday, but Junior TKM can stay like the Junior classes until the end of the year of the 16th birthday. The driver can swap between Mini and Junior if they are of the right age and weight for the class.

Bambino

Drivers who have had at least 3 Bambino race signatures will be able to go into Cadet from the year of their 8th birthday. They will need to take the ARKS test though. In 2020 Clubs can apply to hold races for the Bambino class. These can form part of the club Championship but the Championship cannot be all races, there should be a mixture of racing and time trial events. The age limits and experience would also need to be respected.

Cadet class

Hollow axles will be permitted from 2020, with minimum 4.5mm wall thickness. The new CIK homologated crash tested bodywork for Mini karts may be used, it is not compulsory. But the new chassis will have the required 40mm wider lower bumper bar attachment points, so it will be needed there. Otherwise 2020 karts could be used with the current bodywork. The new CIK homologated bodywork will likely become the standard available in the market. The currently approved RPS for Cadets will be extended for 2020, to allow their use as well as the new CIK homologated RPS. But the open ended CSAI homologated front fairings will not be permitted. Otherwise there is a routine increase in the minimum prices.

Honda Cadet engines



A new and lighter exhaust (above) from DEP will be an option from 2020, it will be lower cost as well at £99 plus VAT. Scrutineering tools are being supplied and this exhaust will be supplied to competitors in the British Championships at each round. Only one type of clutch will be allowed, the Magnum variant, and only

one type of emulsion tube, and only one valve spring type. Also a single type of engine oil will be mandatory, it has a marker in it for easy checking at scrutineering. It will also be mandatory to have a catch tank for the oil breather pipe, effectively breaking the current connection between the rocker cover and carburettor. Investigation are continuing into the possibility of an optional CNC con-rod as some of the Honda supplied ones have been found to break in severe competition use. In the meantime breakages from competitors should be reported to Russell Anderson on enquiries@andersonkarts.com with details of where, when and the engine builder. There will be a new and simple flywheel and valve spring scrutineering tool. As most will know the only engines available now are the E5 type. These are legal so long as used with the current carburettor, not the one that comes with that engine. More details will follow when the 2020 Honda GX-160 Technical Regulations are published later in the year.

TKM Classes

There are no real changes to the regulations, just minor updates and clarifications.

IAME X30 Classes

A new Prime type softer tyre is being introduced for 2020 in the senior class.

KZ Classes



The proposal for 2020 is to more closely align KZ2 and KZ UK. KZ UK will have to use the homologated gear set, as per their engine homologation. By default both classes are not required to use the push back front fairing, unless of course it is stated in SRs or championship regulations, e.g. the British Kart Championship. Clubs could offer one or other of the classes, or both, as they wish. The Super 4 will continue to offer the KZ UK, perhaps with a slightly higher weight category option for older drivers. The main class will likely not allow the mix and match of cylinders, heads and crankcase and the homologated exhaust will be mandatory.

Clubman / Tyro category

The maximum power for seniors is being increased to 17bhp, this will permit for instance the 100cc senior

engine as used in the classic 100 UK class. This category can be for drivers who take out a Clubman licence, not requiring an ARKS test, but just being observed.

Historic and Classic Kart Demonstrations

2019 Application for a Motorsport UK Demonstration Driver Permit



Fill in this form to apply for a Motorsport UK Demonstration 'Driver Permit'. The Demonstration Driver Permit is for participants in demonstrations being held under a Motorsport UK Permit and in conformity with the Motorsport UK Demonstration Guidelines and conditions attached to the relevant Permitted Event. If you have any questions, or need help filling in this form, please call Membership Services on 01753 763050. All calls to and from Motorsport UK are recorded for training and monitoring purposes.

Your details

Please write clearly in BLOCK CAPITALS

Surname:

First name(s):

Gender: Male Female

Date of birth: / /

Your photo PLEASE FIRMLY ATTACH A PHOTOGRAPH HERE (IF NOT PREVIOUSLY SUBMITTED)

Drivers demonstrating karts at a Motorsport UK meeting will require either an appropriate licence, basically any competition licence, or the new Kart Driver Permit. The Demonstration Driver Permit Application Form is available on the Motorsport UK website, and may be completed on the day of the demonstration and used so long as there are no medical issues to be resolved. Clubs still need an addition to their permit under the U.1.1.5 regulations.

Brake and Accelerator pedal links

The practice used by some to have a device or cable linking the clutch and accelerator pedals so that they cannot both be pressed at the same time are being banned on safety grounds.

Licences

There were 3249 kart licences issued up to the end of September which compares with 3229 for all of 2018. The figure includes 99 F100 and 100 UK drivers who have been fast tracked from IKR racing into Motorsport UK on permit racing this year. There is also about 25 more new ARKS tested drivers so far this year than last year's total. There is a proposal to simplify the licence categories by only having a 'National' grade, attained once the driver is no longer a novice. However there will be additional requirements for those wishing to have an International C or to enter the British Karting Championships and maybe other championships. A new category is being introduced for indoor drivers so they can start to accumulate credits for indoor and outdoor racing prior to obtaining a kart competition licence under the ProRacer card system. Entrant licences will likely be required at all events by professional teams, and teams must therefore have public liability insurance being a condition of having an entrant licence. Motorsport UK have announced that officials licences will be free in 2020, which is good news. Anyone who has already paid will be refunded.

ARKS

An online written test was trialled with the F100 drivers fast tracking into Motorsport UK racing this year. It should be rolled out for over 18's in the first instance during 2020, but novices attending the driving test will still receive some 'challenge' questions to ensure they do understand the regulations.

2020 Dates

The CIK championship dates were approved by World Council so are now available, as are most of the main international series. It is hoped the dates for the British Karting Championships will be available by the end of October and then the other UK series will be able to finalise their dates.

Race 'n' Respect

There will be a re-launch in early 2020 but in the meantime clubs are urged to keep the guidelines active at their meetings, e.g. not permitting mechanics to signal drivers from the side of the track. The alleged increase in disrespect between drivers or their supporters is deplored and all are urged to keep calm and report any grievances to the Clerk of the Course. There will be more use of alcohol (breath testing) and drug testing in 2020, for entrants, officials and drivers. Team personnel will be invited to safeguarding courses over the winter.

Gold Book Appendix 4

Appendix 4 currently is designated as ABkC club regulations but in truth most of it should apply to all kart events. Therefore the ABkC section will be split off, and the rest made applicable to all clubs and event regulations.

Kartmania

The kart show is being held again at Silverstone on 30th November and 1st December and all clubs and competitors are urged to attend and spread the word. The main information area will be manned by Motorsport UK, with assistance from ABkC and ARKS. Anybody able to help will be welcomed, please contact the secretary.

A very happy Festive Season to all clubs, competitors and team members when it comes, from the ABkC, we wish you all a very successful 2020 season.

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

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