

BMKRC 2019 LYDD CIRCUIT CHAMPIONSHIP REGULATIONS.

1.SPORTING REGULATIONS-

The 2019 'Circuit' Championship is organised and administered by Bayford Meadows Kart Club in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these championship regulations and the supplementary regulations

The Motorsport UK Championship Permit is TBC and the grade is D.

OFFICIALS

1.2.1 Championship Co-ordinator : Claire Ward

1.2.2 Championship Stewards : Ian Ward, James Clarke, Alex Ward.

1.2.3 Championship Eligibility Scrutineer : Tim Cooke

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must be fully paid up valid membership card holding members of BMKC, and be in possession of a valid 2019 Motorsport UK Kart Competition Licence. All necessary documents must be presented for checking at all rounds when signing-on. Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of the entry purpose shall be the date on which the Secretary of the meeting receives the missing or correct information or fee. All competitors under the age of 18 years must be accompanied by the holder of a Kart PG Entrant's Licence who must sign on as

the Entrant of that competitor. When the holder of the Kart PG Entrant's Licence is unable to be present they may appoint in writing an Entrant's Representative to act as their agent for all purposes under these Regulations. However the holder of the Kart PG Entrant's Licence will remain fully liable and responsible under the Regulations, as principal, as if they had accompanied the Competitor. The Entrants Representative must be in possession of the Kart PG Entrant's Licence (Section H 22.1.1 of the 2019 Yearbook).

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of BMKC, and be in possession of a valid Motorsport UK 2019 Competition Licence Minimum Kart B Novice. or be in possession of a higher grade national kart licence or valid CIK-FIA International licence, together with their ASN's written consent ((H) 26.2 and FIA ISC Article 2.3.7.b applies). For competitors under the age of 18 years, please see Section U 14.1.5 of the 2019 Motorsport UK Yearbook. A competitor shall not take time off school to participate in motor sport without the prior written approval of their school.

1.4 REGISTRATION

1.4.1 Registration for the 'Circuit' Championship is automatic when membership is accepted to the BMKC.

1.5 CHAMPIONSHIP ROUNDS

1.5.1 The 2019 Lydd Circuit Championships for Honda Cadet, Honda Clubman, Junior Rotax, Kart Clubman, Junior Libre, Senior Libre, Senior Rotax, Senior Prokarts and Senior Rotax 177 will consist of 7 rounds held on the following dates all at Lydd International: 14th April, 12th May, 9th June, 14th July, 11th Aug, 8th Sept, 13th Oct.

1.5.3 Should it be necessary for any championship races to be cancelled for whatever reason, then the championship will consist of however many rounds are run with a driver counting all scores less one.

1.6 SCORING

1.6.1 Championship Points will be awarded for the finishing position achieved in both the Heat and Pre-Final / Grand Final at each round. Points will be awarded as follows: (Heat and Pre-Final points/Grand Final points) 1st-25/50 points, 2nd-23/45 points, 3rd-22/43 points, 4th-21/41 points, 5th- 20/39 points, 6th- 19/ 37 points, 7th-18/ 35 points, 8th-17/ 33 points, 9th-16/ 31 points, 10th-15/ 29 points 11th-14/27 points, 12th-13/ 25 points, 13th-12/ 23 points, 14th-11/ 21 points, 15th-10/19 points, 16th-9/ 17 points, 17th-8/15 points, 18th-7/13 points, 19th-6/11 points, 20th- 5/ 9 points, 21st-4/ 7 points, 22nd-3/ 5 points, 23rd -2/ 3 points, 24th-1/ 1 point.

1.6.2 A driver may count a maximum of six out of the seven qualifying rounds in the Circuit Championship points total.

1.6.3. In the event of a points tie after the final round, the position will be determined by the competitor with the highest number of first places in finals, then successively descending positions will be used to decide the Winner. If this still results in a tie the results from the last round will be used to determine the final championship positions. In the event of the Grand Final not being run for whatever reason, final results from the Pre-Final will be used as the final result.

1.6.4 Event Penalties - Should any driver be totally excluded from a meeting for any reason they cannot drop that round, it will count as one of their total results. Motorsport UK general regulation C3.5.1 a & b will apply.

1.7 AWARDS

1.7.1 Championship Awards for each class will be calculated on the average grid size for each class over the seven rounds with the ratio being 1 trophy per 5 entries in each class.

Championship awards will be restricted to cups and trophies, no bonuses or prize money will be offered. The championship trophies will be presented at a date and venue, which will be advised later.

1.7.2 Entertainment Tax Liability: In accordance with current government legislation, Bayford Meadows Kart Club are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organisers, BMKC are required to deduct tax at the current rate applicable from any such payment they may make to non-UK residents. Under certain circumstances, it may be possible for competitors enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an agreement must be made in writing and not later than 30 days before the payment. For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 Fax: 0151 472 6483

1.7.6 Title to all Trophies: In the event of any Provisional Results or Championship tables being revised after any provisional presentations and such revisions affect the distribution of any awards the competitor concerned must return such awards to the club in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS

2.1.1 All judicial procedures will be in accordance with Section C of the current Motorsport UK Yearbook and the table of mandatory penalties as appended to these regulations

2.2 CHAMPIONSHIP

2.2.1 All judicial procedures will be in accordance with Section C of the current Motorsport UK Yearbook and the table of mandatory penalties as appended to these regulations

2.2.2 In the matter of points allocation a protest must be lodged (all in accordance with the Motorsport UK General Regulations C6.5) in writing to the championship Co-ordinator within seven days of publication.

2.2.3 Appeals must be made in accordance with the Motorsport Uk General Regulations

2.3 By registering for the Championship all competitors and their associates commit to the 'Race & Respect campaign and agree to positively promote and demonstrate the racing code, which is appended to these regulations.

2.3.1 Where any reports of disrespectful conduct are judged to be well founded the championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of championship points and/or race bans through to Championship expulsion and referral to the Motorsport UK.

3. TECHNICAL REGULATIONS

3.1 All karts must comply with the current Motorsport Uk Kart Race Yearbook Regulations, Technical and Safety requirements.

3.2 Club Championships will be for the following classes: The following classes as defined in the 2019 Motorsport Uk Kart Racing Year Book (Gold Book) : Honda Clubman(Appendix 1) Junior Max, Senior Rotax Max, Rotax Max 177, Junior Libre, Senior Libre (Appx 3), Junior Subaru (clubman appx.2) and Senior Pro karts

3.3 Safety requirements as per Motorsport UK Guideline

3.4 All Cadet, Junior Clubman and Libre classes will be restricted to two sets of slicks for the whole of the championship.

Appx 1 – Honda Clubman

Honda Cadet Clubman

2019 Regulations

Honda Cadet Clubman

The Honda Cadet Clubman class regulations are as per the current Motorsport UK Kart Race Yearbook regulations for the Honda Cadet. The only exception is that the engine unit from any kart can be purchased by another competitor for £725.00 during a race meeting having followed the procedure detailed below.

The principle behind the class is to provide cost effective competitive racing without the need for expensive Selected Parts engines that dominate the Honda Cadet class.

Engine Buy Back -Regulations

A: General

i Where specified in the Supplementary, Technical and/or Championship Regulations, the following shall apply:

ii The following Commercial Undertakings are NOT subject to the Judicial procedures of either the Championship Stewards and/or the MUK/MSK.

iii These Regulations apply only in respect of the class designated in the Schedule of Particulars.

iv Claimant - Only the Licensed Entrant of competitors in a race under these regulations are permitted to purchase another competitor's engine. The organising club may also, at its own discretion, exercise the option to purchase an engine. The Licensed Entrant (on behalf of the competitor) can only claim another competitor's engine when the competitor has raced in the Clubman class at the venue on three previous occasions

v CoC - for the purposes of these Regulations, this shall include the Clerk of the Course or Race Director or their authorised Deputy or in their absence, the Chief or Eligibility Scrutineer.

vi It is a condition precedent to acceptance of Registration for the Championship and Entry to each meeting that any driver(and their licensed Entrant) competing in this class shall have the right to purchase any other driver's engine in accordance with the procedures set out herein. Similarly, all licensed Entrants on behalf of Honda Cadet Clubman drivers agree by entering to sell their engine(s) in accordance with the following rules.

vii In addition to commercially-prepared engines (see Schedule of Particulars), any privately prepared engine or an engine prepared commercially by an organisation who is not listed in the Schedule of Particulars, is eligible for use in the competition provided that it complies with the Technical Regulations and, if requested, the owner forfeits his engine at the Buy Back Price stated

B Procedure

i Notice of Intention to purchase an engine shall be in writing, using the attached form. The Claimant must state which engine he or she wishes to purchase by noting the driver (or team) name and Race Number and he or she must record the Claimant's (or team) name and Race Number. The Notice of Intention must be lodged with the Clerk of the Course (CoC) before the start of the final race for this class.

ii In the event that more than one Claimant should want the same engine then the CoC will decide by ballot provided that a written Notice of Intention has been submitted and payment in full has been made.

iii The Claimant may only claim one engine during any Club or Circuit Championship. The engine purchased may only be subsequently used by the Claimant. The engine purchased can only be resold once it has been raced at a subsequent race meeting organised by the club where the engine was claimed.

iv The CoC shall advise the other competitor (team) of the Claimant's request as soon as reasonable but in any case before the karts leave parc ferme, after the last race of the day.

v The Claimant shall lodge the Buy Back Price (stated in the Schedule of Particulars),

in cash with the CoC, no later than the end of the last race (for this class and in which the Notice of Intention to purchase was issued).

vi The Claimed engine remains the property of its owner until such time as any post race scrutineering checks have been completed satisfactorily. In the event that there is any discrepancy found, then the CoC may decide not to proceed with the Buy Back arrangement and return the cash deposited to the Claimant.

For the avoidance of doubt, the claimed engine remains the property of the owner until the end of race day and completion of the matters set out in the above paragraph.

vii The Claimant understands:

That the engine purchased will be in its post race condition or (if inspected by the Scrutineers) may be disassembled partly or in total. It is the responsibility of the Claimant to reassemble and all costs associated are the Claimants.

The Claimed engine will be supplied as raced with only the engine mount, clutch, exhaust and throttle linkage removed.

By entering into this arrangement the Claimants understand and agree that neither the Engine Owner or the Meeting Organisers accept any responsibility for the suitability, eligibility, compliance, or otherwise - ie caveat emptor .

viii If a driver (or team) refuses to hand over any engine, parts, (whether professed to be lost or stolen) or damages same, then the matter will be considered as an admission that the engine is not eligible and the driver shall be excluded from the results of that race meeting and forfeit all Championship Points accumulated to date. In such cases the Organisers will refuse any further entry to the Club competition or Championship. This option applies equally to Organisers of other Clubs participating in this scheme.

ix The CoC may at his discretion make a decision (which will be binding on the parties) in respect of any issue arising from operation of these rules that is not prescribed for.

x It is expected that there will be a paper record of the transaction.
It will record the date and time of the first Notice.

The time that the money is lodged with the CoC.

The name of the Claimant.

The name of the engine owner.

The unique Engine No.

The paper record shall be signed by the Engine Owner, the Claimant and the CoC and copies provided to each of the above and the Organising Club. A copy will also need to be provided for a central register which will be maintained and kept by BMKC. Copies to be emailed to info@bmkrc.co.uk or sent to BMKRC c/o 37 The Street, Bapchild, Kent, ME9 9AD.

C Schedule of Particulars

i Class Honda Cadet Clubman

ii Engine type Honda GX160

iii A number of engine preparers have agreed to supply engines to these regulations and that will comply with the technical obligations set out herein.
A list of preparers is set out below. This list may not include all preparers that have agreed to participate as others may opt to take part since this document was published.

iv Engine Preparers who have agreed in principle to participate as at 1st January 2019
D. G. Power Prokart Engineering. RPM. UFO

v The Engine for the purposes of these regulations is complete but with the over engine fuel tank removed, pull starter rotated, governor mechanism removed, vacuum take off applied and cam gear optimised, bore prepared and appropriate valve springs. It shall be provided with an engine cover, fuel pump and relevant piping.
Oil, engine mounts, throttle linkage, clutch and exhaust are not included.

vi The Technical Regulations governing the engine shall be the current or latest version of the Honda GX160 Technical Regulations as noted in the Class Technical Regulations.

D Prices

i Buy Back Price £725.00

This price is subject to alteration during the year should prices fluctuate. Written notice will be given should such circumstances arise.

Notice of Intention to Purchase a Honda Cadet Clubman Engine

I (The Claimant) being the Entrant of Honda Cadet Clubman Race No wish to purchase the engine of competitor No I enclose £725.00 in cash

I understand and agree that neither the Engine Owner or the Meeting Organisers accept any responsibility for the suitability, eligibility, compliance, or otherwise - ie caveat emptor .

Date Notice issued to the Clerk of Course

Particulars:

Claimant

Name of Competitor

Name of Entrant wishing to purchase

Entrants Licence No

Serial No of claimed engine (when established)

Owner

Name of Competitor

Name of Entrant wishing to purchase

Entrants Licence No

Clerk of Course MUK Licence No

Time - Notice of Intention to Purchase and money received by Clerk of Course

We sign below to confirm that the purchase has been agreed and completed in accordance with these regulations

Claimant

Owner

Clerk of Course Time of conclusion.

Copies to:

the Engine Owner, the Claimant ,CoC and the Organising Club. A copy will also need to be

provided for a central register which will be maintained and kept by BMKRC. Copies to be emailed to info@bmkrc.co.uk or sent to BMKRC c/o 37 The Street, Bapchild, Kent, ME9 9A

Appx. 2 – Junior Clubman

1. **KC1.0 Group**
2. **KC1.1 Class**

Affiliation

Junior & Senior – Non-Gearbox Kart Clubman

Karting UK

KC1.2 Introduction. An introductory class aimed at entry level economy karting to bridge the gap between non-Karting UK and Karting UK karting, formerly Kart Tyro. The equipment may be hired or drivers may provide their own. The conditions of permit (Kart Clubman) and licence are contained within the Motorsport UK Yearbook, which remains the same as for any Kart meeting. Drivers must be in possession of a Kart Clubman licence, as a minimum, that is valid for the event, which may be obtained on the day of the event or immediately prior. Note for drivers under the age of 18, a Kart PG Entrants licence is required.

Organisers will run the meetings as per the Karting UK Kart Clubman Organisers Guidelines, and may make such restrictions on engines or tyres in their Supplementary Regulations with Karting UK approval. Kart, engines, tyres, racewear must comply with Motorsport UK & Karting UK regulations and must be passed as safe and fit for purpose by the scrutineer.

These regulations are subject to periodic review and possible alteration by Karting UK.

KC1.3 Chassis. Any chassis conforming to Motorsport Yearbook regulations for non-gearbox karts or to Honda Junior/Senior class regulations for Honda Junior/Senior engine karts.

KC1.4 Bodywork. Bodywork must conform to Motorsport Yearbook regulations for non-gearbox karts. The CIK-homologated detachable front fairing mounting kit (CIK drawing 2c) is not mandatory.

KC1.5 Engine. The engine or engines in total must not exceed 10bhp for Juniors and 15bhp for Seniors from the following list: Engines may be dyno tested for compatibility.

Junior List	Senior List
Comer Cadet W60 with/without restrictor	Any engine from the Junior list plus:
GX160 to Honda Tech Regs, restrictor not required	Twin GX160 to Honda Senior regulations
IAME Gazelle UK without restrictor	Single Honda GX200 or 390
Junior Subaru KX21	TKM BT82 with Talko restrictor
Raket 95 as per Gillard Tyro regulations	Junior Blue with Black restrictor
MSA Registered Super Cadet engines	Rotax MiniMax with relevant restrictors
Junior TKM BT82 with Talko restrictor	Briggs & Stratton World Formula
Rotax MicroMax	

KC1.5.1 Exhaust and Inlet and Throttle Restrictors. Restrictors as detailed in the approved engine list must be in place at all times and must be as supplied by the engine manufacturer.

KC1.6 Tyres.

Dry: Any slick tyre from World Formula, Junior/Senior Honda, TKM, Rotax, Formula Blue or X30 classes. Tyres for Juniors must be equivalent to or harder than CIK Option, and Tyres for Senior must be equivalent to or harder than CIK Prime. New tyres are not permitted; used tyres must have a tread depth not exceeding 2.8mm. Only one set of tyres per race meeting are permitted, except that one front and one rear may be exchanged if the tyre is damaged beyond repair. Drivers must request a change before leaving parc fermé.

Wet: Any wet tyre from World Formula, Junior/Senior Honda, TKM, Rotax, Formula Blue or X30 classes

If so marked, tyres must be fitted to run in the correct direction of rotation, as indicated by the arrow on the sidewall of the tyre.

KC1.7 General. An ignition kill switch must be fitted to any clutched engine and must be identified with an electric flash symbol sticker or marked “on/off” to assist marshals in the event of an incident. The

use of a rev-counter and datalogging is permitted.

8. **KC1.8 Weight.**

Juniors: Minimum of 134kg including driver at all times or as specified in supplementary regulations. Minimum driver weight as per U17.29.6 is 38kg or higher as specified in supplementary regulations.

Seniors: Minimum of 150kg or increased as specified in supplementary regulations.

9. **KC1.9 Number Plates.** Black with white numbers. U17.27 applies.

10. **KC1.10 Age.**

Juniors: From 11th birthday to end of year of 16th birthday. As per U15.2.

Seniors: From 16th birthday

Appx 3– Junior, Senior Libre

1. **FL1.0 Group Junior & Senior – Non-Gearbox**

2. **FL1.1 Class Formula Libre**

Affiliation Karting UK

3. **FL1.2 Introduction.** A class to cater for engines that no longer have their own approved class

homologations. The only championships permitted will be single venue club championships. Drivers must be in possession of a Motorsport UK Competition licence minimum Kart National B (Novice). Note for drivers under the age of 18, a Kart PG Entrants licence is required. Organisers may make further restrictions, for example on engines or tyres, in their Supplementary Regulations with Karting UK approval. References in these regulations to class regulations for specific equipment means the most recent set of MSA/Karting UK published class regulations (frozen at the point of expiration of class homologation), unless otherwise detailed on the Kart Technical page of the Motorsport UK website

(www.motorsportuk.org/karttech). Kart, engines, tyres and racewear must comply with Motorsport UK regulations and must be passed as safe and fit for purpose by the scrutineer.

FL1.3 Chassis. Any chassis conforming to Motorsport UK Yearbook regulations for non-gearbox karts, or to Honda class regulations for Honda-engined karts.

FL1.4 Engine. Engines must be currently – or have been previously – approved for use in Karting UK short-circuit karting and remain in that approved specification, from the following list:

Junior variations of the following:	Senior List:
TKM BT82	TKM BT82
Any CIK homologated JICA engine	Any CIK homologated JICA engine
Any 125cc water-cooled engine	Any 125cc water-cooled engine
Junior Formula Blue	Formula Blue
4-stroke up to 250cc	4-stroke up to 250cc
Any CIK homologated water-cooled 100cc engine	Any CIK homologated water-cooled 100cc engine

FL1.4.1 Exhaust, Inlet and Throttle Restrictors. Restrictors as detailed in the relevant fiche or approval documentation must be in place at all times and must be as supplied by the engine manufacturer.

2. **FL1.4.2 Carburettor.** As per class regulations for the engine, or separately approved by Karting UK.
3. **FL1.4.3 Fuel Pump.** Free
4. **FL1.4.4 Intake Silencer.** As per class regulations for the engine, any type currently or previously approved

for the class is eligible.

FL1.4.5 Exhaust System. As per class regulations for the engine, any type currently or previously approved for the class is eligible. Vevey exhausts must have an end cap.

FL1.4.6 Radiator (where applicable). As per class regulations for the engine, any type currently or previously approved for the class is eligible.

FL1.4.7 Ignition Unit. As per class regulations for the engine, any type currently or previously approved for the class is eligible.

FL1.4.8 Spark Plug. As per class regulations for the engine, any type currently or previously approved for the class is eligible.

FL1.5 Transmission. Direct from the engine to the rear axle via a single length of chain. The clutch must be as supplied as per class regulations for the engine; any type currently or previously approved for the class is eligible.

FL1.6 Brakes. Hydraulic disc brake operating on rear axle only, in conformance with Motorsport UK Yearbook.

FL1.7 Tyres.

Dry: Any current or previously approved slick tyre from World Formula, Honda, TKM, Rotax, Formula Blue or X30 classes. Tyres for Junior must be equivalent to or harder than CIK Option (or previous Hard) compound, and tyres for Senior must be equivalent to or harder than CIK Prime (or previous Medium)

compound. Others may be considered on application from the Club. SRs may specify used tyres only, e.g. *“new tyres are not permitted, used tyres must have a tread depth not exceeding 2.8mm”*. Only one set of tyres per race meeting are permitted, except that one front and one rear may be exchanged if the tyre is damaged beyond repair. Drivers must request a change before leaving parc fermé.

Wet: Any current or previously approved wet tyre from World Formula, Honda, TKM, Rotax, Formula Blue or X30 classes.

If so marked, tyres must be fitted to run in the correct direction of rotation, as indicated by the arrow on the sidewall of the tyre.

FL1.8 General. An ignition kill switch must be fitted to any clutched engine and must be identified with an electric flash symbol sticker or marked on/off to assist marshals in the event of an incident.

FL1.8.1 Weight.

Junior: Minimum of 140kg including driver with a minimum driver weight, as per U15.2.4 of 40kg. Senior: Minimum of 160kg including driver. Minimum driver weight for any driver under the age of 16 as per U15.3.2 is 54kg.

Exceptionally, where an organiser restricts the class to a single engine, the weights as detailed in the applicable class regulations may be applied.

2. **FL1.8.2 Number Plates.** White with black numbers. U17.27 applies.
3. **FL1.8.3 Age.**

Seniors: As per Motorsport UK Yearbook Regulations.

Appx.4- Clerks decision sheet

Appx.5 – Table of Penalties

Appx.6 - Race & Respect