

BAYFORD MEADOWS KART RACING CLUB WINTER 2018/19 SUPPLEMENTARY REGULATIONS

1. Bayford Meadows Kart Racing Club (BMKRC) will organise permit kart race meetings.
 2. The meetings will be held at Bayford Meadows Kart Circuit unless stated on 16th December 2018, 20th January 2019, 17th February 2019.
 3. The meetings will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the international sporting code of the FIA), the Abkc rule book, and these Supplementary Regulations, together with any Final Regulations and official notices that may be issued.
 4. The Permit Numbers are:.....and the grade for will be Clubmans.
 5. Clubman permit meetings are only open to members of Bayford Meadows Kart Racing Club holding a valid MSA Kart Competition Licence – This licence and the competitor's valid club membership card will be inspected at each event.
 6. These meetings will form part of the Bayford Meadows Winter Club Championship.
 7. Signing On and Scrutineering will be carried out at the venue between 8am and 9.00am. Drivers Briefing will be at 9.15am Practice & Racing from 9.30am.
 8. BMKRC. will run the following classes as defined by the current MSA Kart Racing Year Book (Gold Book): Honda Cadets, Honda Clubman (Appendix 1), Minimax, Junior Max, Mini X30, Junior X30, Senior X30, Senior Rotax Max, Rotax Max 177, Junior Subaru (Appendix 2) and Junior & Senior Kart Libre (Appendix 3)
- The circuit length and layout is that described in the MSA track licence. The meetings will incorporate timed qualifying, Pre-Final and a Grand Final for each class. Timed qualifying shall be 8 minutes starting from when the signal is given to start the session. The heat and Pre-Final will be 10 minutes plus 1 lap and the Grand Final will be 12 minutes plus 1 lap. The Organisers or the Clerk of the course may amend race lengths if they think fit.
9. Two engines and one chassis may be scrutineered in all classes. Prior to the first race of the meeting commencing a driver may substitute an engine and or chassis after obtaining the permission of the scrutineer. During the meeting should a chassis be damaged beyond repair on the recommendation of the scrutineer and at the discretion of the Clerk of Course a second chassis will be permitted.
 10. For the Honda Cadet, Honda Clubman, Junior Subaru, Junior and Senior Libre classes competitors will be restricted to one sets of slick tyres for the championship. These must be supplied by the competitor, and the bar codes logged on the scrutineering card. One extra front and one extra rear may only be allowed at the discretion of the chief scrutineer if in his opinion either one front or one rear is unsafe for use. It is the competitor's responsibility to make sure that the scrutineer inspects a faulty tyre before the kart leaves the track exit/weighing in area. No extra new tyres will be allowed after the kart has returned to the pit area.

Each competitor will be permitted to use one new set of wet tyres per meeting. A competitor may not change type of tyres once the qualifying or race has started.

10a. Competitors joining the championship after Round 1 must use used slick tyres.

10b. All tyres must be taken away from the circuit at the end of the meeting or disposed of using the circuit tyre disposal service.

11. Race starts will be in accordance with the MSA General Regulations. All classes will have a rolling start except Honda Cadet/Clubman and Junior Subaru who will have standing starts. All competitors must be on the 'dummy grid' for their qualifying/race as the preceding qualifying/race starts. For races, when the signal is given the field will leave the dummy grid and proceed around the circuit to the grid ready for the start.

12. Each competitor is required to complete three laps during the practice/qualifying session before racing starts. The driver recording the fastest lap in the qualifying session will start from pole position in the Pre Final and so on down to the slowest recorded lap who will start last on the grid. Should there be a tie in the qualifying times the driver's second fastest time will be used to decide who takes the higher position on the Pre Final grid. The driver's finishing position in the Pre Final will determine the grid for the Grand Final. Drivers not recording a time in the qualifying session or not finishing in the heat or Pre-Final shall start from the back, in the order that they stopped on the circuit. The final result of each race will be determined by the competitor who covers the greatest distance in the time.

12a. The organiser reserves the right that should any grid exceed twenty four entries, that in order of receipt of entry, drivers will be divided into two groups known as A and B. Each driver would then contest a Pre-finals with the top 8 finishers from each Pre Final going directly to the Grand Final. The remaining competitors would contest a B final (6 min plus one lap) with the top four finishers progressing to the back of the Grand Final to make a grid of 20.

12b. Kart numbering and colours are to be in accordance with the General Regulations. In the event that more than one competitor requires the same number, priority will be given to the club member allocated the number or if the number has not been allocated then the earliest receipt of entry.

12c. Should for any reason timed qualifying not take place in the case of a power failure or other unforeseen circumstances, the grids for the pre-final will be taken from the order of receipt of entry with the novice competitors starting at the back of the grids

13. No karts are to be driven anywhere other than from the dummy grid on to the circuit. The use of motorised pit bikes and scooters (including micro scooters and roller blades/skates) or the like is forbidden anywhere around the venue.

13a. Dogs and other animals will only be permitted at the circuit in accordance with general regulation E.2.1.2

14. Judges of Fact are: Chief lap scorer: Laps completed-finishing order Chief scrutineer Kart safety. eligibility Environmental scrutineer Sound levels.

14.2. List of officials: C.O.C. Roger Sheffield Steward T.B.A. Entry Secretary/ Meeting Secretary
Claire Ward Scrutineer Tim Cooke

15. Television coverage is not expected.

16. Awards will be provided by BMKRC or sponsors and will be restricted to cups or trophies. The minimum number of awards shall be in the ratio of 1 trophy per 5 entries in each class. Should a novice driver finish in a trophy winning position, he/she will be awarded the positional trophy and not the novice trophy should one exist.

17. Maximum entry per meeting, excluding reserves is 150, the minimum is twelve. In the event that entries exceed the maximum number permitted the manner specified in General Regulations D14.1.1 shall apply. The maximum number of entries per grid will be 24. If the number of entries is insufficient to merit a race the organisers may decide not to run that race or to combine with another class if practical.

18. Entries open on publication of these SRs and close at noon on the Wednesday before the meeting. All entries accompanied with the correct fee must be sent to: Bayford Meadows Kart Racing Club Ltd , c/o 37 The Street, Bapchild, Sittingbourne, Kent ME99AD or Online at www.bmkr.co.uk.

18a. Any cheques received for payment of an entry fee that are 'referred to drawer' or returned as 'failed/unpaid' will be subject to the MSA regulations.

19. Race entry fees will be £65.00. Refund of entry fees will be in accordance with General Regulations. If a competitor cancels the entry before the closing date of the meeting the club may at its discretion permit the transfer of the fee to the next meeting.

All cancellations of entries made after the closing date will not be entitled to a refund or transfer.

20. Entries may be refused if they are incomplete, unpaid or otherwise in accordance with the General Regulations.

21. The club, at its discretion, reserves the right to refuse any entry.

21a. Information from the entry form will be held on a computer system kept by the Secretary of the meeting for use in the administration of the meetings.

22. Drivers must be designated on the Entry Form.

23. The organisers reserve the right to postpone, cancel, or abandon the whole event or a race or races through reason of force majeure, inclement weather or bad light. The organisers reserve the right to retain a proportion of the entry fees to defray the cost incurred.

24. The names of Officials will be listed and displayed in the race programme at each meeting.

25. Provisional results will be displayed following each race on the noticeboard.

26. Trophies will be awarded in each class to the winner and thereafter to second and third places etc. subject to the number of entries.- See also 16 hereof.

27. Any protest or appeal must be lodged in accordance with C5.1-5.7 C6.1-6.6 of the General Regulations.

28.1 Any kart or driver receiving outside assistance after the fail-safe line shall be excluded from the race.

28.2 No pushers will be allowed on the circuit at any time.

28.3 Karts must be fitted with C.I.K. type inlet absorption boxes and decibel exhaust silencers. All karts must have side pods and front spoiler. Any kart finishing the race without same shall be excluded from the result of that race.

28.4 Timing and Lap Scoring will be computerised, utilising small electronic transponders and a certified AMB decoder operated by an MSA Licensed Kart Timekeeper. All karts must be fitted with a fully charged transponder in accordance with the MSA Kart Race Yearbook for the timed qualifying, heat, Pre-Finals and Grand Final. Competitors not owning their own transponder may hire one from the club for which a small charge will be applied.

28.5 No cameras are allowed to be fitted to karts during the meeting.

29. Provisional Event Programme 8.00am Sign On/Scrutineering, Drivers Briefing will be at 9.15am. Practice & Racing from 9.30am.

30. 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.

Appendix 1 Honda Cadet Clubman

2018/19 Regulations

Honda Cadet Clubman

Sub-Classes. Elite = Open Gearing. Standard = Set gearing of 20-79.

The Honda Cadet Clubman class regulations are as per the current MSA 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 MSA/MSC.

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 BMKRC. 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 2018

Dartford Karting 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 MSA 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

Appendix 2 Junior Kart Clubman - Junior Subaru

1.1 Junior Subaru - Bayford Meadows Kart Club 37 The Street. Bapchild. ME99AD

1.2 Introduction: The class endeavours to provide a genuine economy class for the Junior club racer, the sealed four stroke Subaru KX21 kart engine is the only power unit to be used, it is envisaged that the engines will run for 100 hours between rebuilds.

1.3 Chassis : Any chassis conforming to MSA Competitors and Officials Yearbook

regulations. Other than the seat and chassis floor tray the use of Kevlar, Carbon Fibre, Titanium or similar is prohibited.

1.4 Engine: One Subaru Sports Kart Engine KX21 complete with carburettor and exhaust. The engine should be mounted on the right hand side of the chassis with the chain drive being inboard. This is the only power unit permitted. The engine is a OHC 211cc air cooled unit and will be sealed by the importer – Pro Kart Engineering, 6 Dunstable Walk, Fareham, Hampshire PO14 1SE.

A record card will be issued with each engine. It is the competitor's responsibility to ensure that the engine number and seal numbers correspond with those on the record card at all times. The record card should be available for inspection by the scrutineers at any time during a race meeting. Only Pro-Kart Engineering are authorised to strip, inspect, rebuild and seal the engines.

It is permissible to protect the spark plug area to help reliability in wet conditions.

The only persons allowed to strip and validate an engine for the purpose of checking its compliance with the regulations is Pro Kart Engineering with an eligibility scrutineer.

1.5 Transmission: An unmodified Noram 4000 20t clutch must be fitted and a chain used to connect the engine to the rear axle, and a fully enclosed guard must be fitted.

1.6 Exhaust: A twin exit exhaust silencer and header pipe is supplied with each engine, no modifications are allowed to the exhaust but the header pipe may be altered to enable the fitting of the exhaust onto various chassis.

1.7 Bodywork: Must conform to the current MSA Competitors and Officials Yearbook regulations.

1.8 Age/Licence: From 11th Birthday. As per U15.2 Min. Nat B Novice

1.9 Weight: Min 138kg including driver at all times. Min. driver weight is 40kg
Subaru Plus :Min. 148kg including driver at all times. Min. driver weight is 42.5kg

1.10 Tyres: Dry - Maxxis HG1 Slick tyre
Wet - Maxxis SL 'W' Wet tyre

1.11 Plates: Green plates with white numbers

1.12 Data Logging: Data logging systems are permitted.

1.13 Fuel tank: The fuel tank must be floor tray mounted, a fuel filter is recommended and can be either the in line type or inside the fuel tank.

Appendix 3

Club-Max

Economy karting class for Juniors & Seniors – MSA Formula Libre Regulations.

Introduction. The class is designed as a cost effective option for club racers at Bayford Meadows. The club will promote a three round championship for both Junior and Senior competitors. Drivers must have taken the ARKS test and be in possession of an MSA competition

licence minimum, Kart National B (Novice). For drivers under the age of 18 a kart PG entrants licence is required.

Chassis. Any chassis conforming to the current MSA Yearbook for non-gearbox karts.

Engine.-Juniors - Class A Rotax Mini Max regulations as per current MSA Kart Yearbook

Class B . Rotax Junior Max regulations as per current MSA Kart Yearbook

Seniors - Class A. Rotax Senior Max regulations as per current MSA Kart Yearbook

Class B. Rotax Senior Max 177 regulations as per current MSA Kart Yearbook

Age. Juniors – Class A from 12th birthday to the 31st December in the year of the 15th birthday

Class B from 13th birthday to the 31st December in the year of the 16th birthday

Seniors Class A & B – From 16th birthday

Number Plates. – White with Black numbers (underlined for Mini/177)

Weight. Juniors Class A 139kg – Min. driver weight 39kg

Juniors Class B 148kg – Min. driver weight 42.5kg

Seniors Class A 162kg – Min. driver weight 52kg

Seniors Class B 177kg – Min. driver weight 80kg

Tyres Dry Maxxis HG1

Wet Mojo W2

Tyres are restricted to one new sets for the 3 round championship. Any drivers joining the championship after the opening two rounds cannot use new tyres.

Gearing. All gearing is open

Appendix 4 Clerks Decision Sheet

Appendix 5 Table of Penalties –

Appendix 6 Race & Respect –

