

2017 KENT KART CHAMPIONSHIP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2017 Kent Kart Championship is organised and administered by the Buckmore Park Kart Club Ltd. (BPKC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No. CH2017/K031
Race Status: National B
MSA Championship Grade: D
Type: Kart (short circuit)

1.2 Officials:

- | | | |
|-------|-------------------------|--|
| 1.2.1 | Co-ordinator: | Mrs. Sheila Rose |
| 1.2.2 | Eligibility Scrutineer: | Tim Cooke |
| 1.2.3 | Championship Stewards: | Mr. Ken Webb
Mr. Ian Ward
Mr. James Clarke |

1.3 Competitors Eligibility:

- 1.3.1 Entrants must be fully paid up valid membership card holding members of BPKC or BMKR, and be in possession of a valid 2017 MSA Entrants Licence. Competitors under the age of 18 must be accompanied by the holder of a Kart PG Entrant's licence who must sign on as Entrant of that competitor.
- 1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of BPKC, BMKR or ABkC affiliated Club, and be in possession of a valid MSA Competition Licence Minimum Kart B (Novice) Or, be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

- 1.3.3 All necessary documents must be presented for checking at all rounds when signing-on.

1.4 Registration:

- 1.4.1 The Registration will be automatic on receipt of correct entry form.
- 1.4.2 Registration will be free of charge.
- 1.4.3 Drivers will be required to purchase a transponder & holder as per MSA Kart Race Yearbook Appendix Section F. Transponders may be hired from the host circuit for the computer lap scoring at a cost of £10 per meeting, plus drivers must purchase a transponder holder (if required). It is the responsibility of the team and any loss or damage will have to be paid for by the driver. If any driver hires a transponder and leaves the circuit before the end of the event, the transponder MUST be returned to Race Control. The driver's competition licence will be held until the transponder has been returned. Transponder holders must be fitted as per MSA Kart Race Year book. See Section U 5.3.3. of the current MSA Yearbook.

1.5 Championship Rounds:

1.5.1 The Rounds are as follows:

Date:	Circuit:	Organising Club:
26 March	Bayford Meadow	BMKR
30 April	Lydd	BMKR
21 May	Buckmore Park	BPKC
30 July	Lydd	BMKR
27 August	Bayford Meadow	BMKR
15 October	Buckmore Park	BPKC Ltd.

1.6 Scoring:

- 1.6.1 Points will be awarded to the final only as follows:
1st 55 pts, 2nd 52 pts, 3rd 50 pts, 4th 49 pts, 5th 48 pts, reducing by 1 point to 28th position who scores 25 points. All Non finishers will score 25 points, including any driver that may have taken part in a B Final and not qualified for the A Final.
- 1.6.2 Novice drivers will be entitled to score points towards the Championship.
- 1.6.3 In the event of a meeting not being completed for any reason the following will apply:
- 1.6.4 If an event is stopped prior to the completion of the Pre-Final(s) or second heats there will be no points or awards given for the event.
- 1.6.5 If an event is stopped after completion of the Pre-Final(s) or second heats the results will be declared on the grid positions for the Final. If the event is stopped after any Repechage the results will be declared on the finishing positions of that race and the grid positions for the Final. In either case the awards will be given accordingly.
- 1.6.6 Championship points will be displayed on a board in the clubhouse at the following meeting or on the Clubs' websites.
- 1.6.7 The total from the driver's best 5 out of 6 rounds will determine the final Championship points position. If a meeting has to be cancelled for whatever reason it will be however many meetings run minus one round.
- 1.6.8 Ties shall be resolved using the formula in Section W.1.3.4 of the current MSA Yearbook.
- 1.6.9 An appeal against Championship points must be in accordance with Section C 6.5 of the current MSA Yearbook.
- 1.6.10. Infringements of non-technical MSA Regulations and Sporting Regulations. Any driver excluded from an event for whatever reason will count that round as contributing to their total championship score.

1.7 Awards:

- 1.7.1 All trophies are to be provided by the host club of each round.
- 1.7.2 Per round: As per Clubs SR's
- 1.7.3 Championship: Winner of each class. (Further trophies and awards may be awarded at the Club's discretion).
- 1.7.4 Presentations: Trophies are to be provided for the presentation at the end of each race or at the end of the meeting presentation ceremony. Prize money and Bonuses shall be posted to the Entrants within 7 days of the results being declared final after each meeting.
- 1.7.5 Entertainment Tax Liability: In accordance with current government legislation, both Buckmore Park Kart Club and Bayford Meadow Kart Racing are legally obliged to withhold tax at the basis 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, both Buckmore Park Kart Club and Bayford Meadows Kart Racing are required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to 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 Competitors concerned must return such awards to the BPKC or BMKR. in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES:

- 2.1 Rounds: In accordance with Section C of the current MSA Yearbook and the 2017 mandatory karting penalties.
- 2.2 Championship: In accordance with Section C of the current MSA Yearbook and the 2017 mandatory karting penalties.
- 2.3. By registering for the Championship all competitors, and their associates, commit to the MSA Race 'n' Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations. 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/race bans through to Championship Expulsion and referral to the MSA.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETING & RACE PROCEDURE:

3.1 Entries:

- 3.1.1 The organisers are responsible for making available Supplementary Regulations & Entry Forms to all Competitors in sufficient time for entries to be able to be made prior to the published selection of entry dates for each round. Late entries may be accepted as per Clubs SR's.
- 3.1.2 Competitors are responsible for sending in correct and completed entries with the correct entry fees prior to the entry closing date.
- 3.1.3 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 current MSA Yearbook).
- 3.1.4 Any withdrawal of entry or driver/kart changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If vehicle changes are made after publication of entry list the competitor must make sure that the correct details are inserted on the Scrutineering Card BEFORE Signing-on.
- 3.1.5 The maximum Entry Fee for each round shall be as per Club SR's.
- 3.1.6 Refund of Entry fee will be as per Clubs SR's. Any cheque that is returned to the Club will be surcharged as per Clubs SR's (Your attention is drawn to Section C 1.1.13 of the current MSA Yearbook).

- 3.1.7 The Organisers may accept up to 6 reserves for each class, these drivers will only be allowed to sign-on (in order) if drivers entered do not sign-on for the meeting.
- 3.1.8 In the event of any rounds being over-subscribed the Organising Clubs in liaison with the Championship Co-ordinator may at their discretion run extra heats, Pre Finals, Repechage and Finals.
- 3.1.9 Reserves are to be nominated on the Final List of Entries published in the programme, Final Instructions or Amended Sheet Bulletins. If reserves are given places after publication of the grid sheet and prior to Karts being collected on the dummy grid they will be placed at the rear of the grid.

3.2 Briefings:

- 3.2.1 Organisers will notify Competitors of the times and location for all briefings in the Supplementary Regulations or Final Instructions for the meetings. COMPETITORS MUST ATTEND ALL BRIEFINGS.

3.3 Practice:

- 3.3.1 The minimum period of practice shall be 3 laps in the scrutineered engine/chassis to be raced. Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship criteria and the decision of the Clerk of the Course shall be final. Drivers are asked to have their transponders on and working.

3.4 Qualification:

- 3.4.1 Each driver must complete adequate practice in the scrutineered engine/chassis to be raced and within the official practice period. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory.
- 3.4.2 Events will be run as per Clubs normal Championship criteria.
- 3.4.3 It is the driver's responsibility to be on the grid with equipment for his/her timed qualifying session at the correct time. You will not be allowed to qualify in any other session. Drivers with faulty or no transponders will not record a time and start from the rear of the grid.
- 3.4.4 Any driver considered to be baulking or blocking another driver may be penalised.

3.5 Races:

- 3.5.1 The standard minimum scheduled distance shall be as per Clubs normal Championship criteria whenever practicable but the race distance may be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting.

3.6 Starts:

- 3.6.1 Starts will be as per current MSA specific karting regulations U.7.7 to 7.8.2. Penalties may be imposed on the pole position driver for speed considered to be too fast or too slow. Penalties may also be imposed on the No.2 position driver if considered to have broken formation prior to the start line. Drivers who fail to take their correct position on the dummy grid when instructed, must start the race at the rear of the last row of the grid.
- 3.6.2 The use of tyre heating, heat retention devices, tyre treatments and compounds is prohibited. (Your attention is drawn to Section D.33.1 to D.34.8.2 of the current MSA Yearbook).
- 3.6.3 Excessive weaving to warm-up tyres - using more than 50 % of the width, and falling back in order to accelerate and practice starts is prohibited.

3.7 Race Stops:

- 3.7.1 Should the need arise to stop any race or practice, RED FLAGS will be displayed at the Start Line and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to slow to a safe and reasonable pace and stop at the normal area for the Club or as directed by Marshals, this area will automatically become a Parc Ferme area. Karts may not enter the Pits unless directed to do so. Work on Karts already in the Pits must cease when the race is stopped.

- 3.7.2 If 25% or less of the race distance has been completed by the leader, the race shall be abandoned, or if possible the race shall be re-run in its entirety. Unless re-run the race will be null and void.
- 3.7.3 If more than 25% but less than 75% has been completed by the leader, the Clerk of the Course shall, at his discretion, decide to:

Abandon the race. In which case the race (result) shall be declared as the order of finishing on the last full lap completed and before the race was stopped.

OR

Consider the race suspended and run it as a two-part race. In this case the karts will be restarted in a single file, rolling start. The starting order for the second part of the race shall be the order at the last full lap completed, before the race was stopped. Drivers 'one lap down' shall be put in their correct position, i.e. behind the drivers on the same lap as the leader. The race distance shall be the number of laps required to make up the race distance. The finishing order of the second part, shall be the finishing order of the race. (drivers 'one lap down' in the first part shall be deemed to have finished the race 'one lap down' unless they have unlapped themselves).

OR

Re-run the race in its entirety. If the race is to be re-run or completed the following will apply: While the race is stopped, the whole course shall be considered as parc ferme and no work may be carried out to any kart. Mechanics will not be allowed on the circuit until permission is given by the Clerk of the Course and they, or Incident Marshals already on the circuit, shall not approach or touch any kart until permission is given. If/when authorised by the Clerk of the Course spark plugs may be changed and finger adjustments may be made to the carburettor settings. If a kart leaves the circuit during the stoppage it will not be permitted to rejoin the race. Any kart not racing before the incident, that caused the race to be stopped, shall not rejoin the re-started race. Karts involved in the incident that gave rise to the stoppage or who subsequently stopped racing prior to the displaying of the red flag because of the incident, may only re-join the race if the Clerk of the Course, in consultation with the Chief Scrutineer, is satisfied that a kart is safe to continue without repair, and the Chief Medical Officer is satisfied a competitor is fit to continue racing and they must start at the rear, whether it is run over the full race distance or as a two part race. Those karts that stopped after the incident that gave rise to the stoppage because they were instructed to do so or because the track was blocked, may join the restated race in their proper place. Exceptionally, if it is decided to run the race in its entirety but becomes necessary to remove all karts from the circuit, repairs may be made and all karts that came under starter's orders for the original race will be permitted to start the re-run race from the dummy grid in their original positions.

- 3.7.4 If 75% or more of the race distance has been completed by the leader, the race will be deemed to have ended. The race results shall be declared as the order of finishing behind the leader on their last full lap completed by him and before the race was stopped.
- 3.7.5. Any driver involved in a RED FLAG incident may be requested to report to the Medical Organisation or Paramedic before continuing in the race or practice.
- 3.7.6. After timed qualifying or any race all drivers must go to the Parc Ferme area as per current MSA Year Book Section U.8.1 & U.8.1.1. Any driver and kart directed or requested by an official to go into the weighing/scrutineering area, should not leave this area without the specific permission or instruction of the Chief Scrutineer, or any person designated to do so in his absence. In the case of drivers under 18 years of age, we would suggest the legal guardian satisfy himself or herself that this permission has been given. Any driver or kart leaving this area without permission may be excluded from the event.

3.8 Re-Scrutiny:

- 3.8.1 All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the race or practice.

3.9 Pit & Paddock Safety:

- 3.9.1 Entrants and Entrant/Drivers must ensure that the MSA, Circuit Management and Organising Clubs Safety Regulations are complied with at all times.
- 3.9.2 No karts may be driven in the paddock area.

- 3.9.3 No engines are to be run in the pits or paddock area, as per Section U 12.7 – 12.7.4 of the current MSA Yearbook. The Clerk of the Course may also designate an alternative designated area.
- 3.9.4 Refuelling may only be carried out in accordance with current MSA Yearbook Section Q 13.1.1. – Q 13.3., Regulations, Circuit Management Regulations and Supplementary Regulations or Final Instructions issued for the Meeting.
- 3.9.5 Access to the dummy grid will be as per Clubs normal criteria
- 3.9.6 Competitors must take any used tyres home with them and not leave them at the circuit. Any competitor found to have left tyres behind may have future entries refused.

3.10 Race Finishes:

- 3.10.1 After taking the Chequered Flag drivers are required to progressively and safely slow down, remain behind any competitor ahead of them, return to the Paddock area entrance as instructed, comply with directions given by Marshals or Officials. Drivers should keep their helmets on while on circuit and only remove them when stopped inside Parc Ferme.

3.11 Results:

- 3.11.1 All Qualifying times, grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by the Scrutineer after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

4 CHAMPIONSHIP RACE PENALTIES:

4.1 Infringements of Technical Regulations:

- 4.1.1 Arising from Post Practice Scrutineering or Judicial Action:
Minimum Penalty: Current MSA Yearbook Section C 3.5. and the 2017 mandatory kart penalties.
- 4.1.2 Arising from Post Race Scrutineering or Judicial Action:
Minimum Penalty: Current MSA Yearbook Section C 3.5.1. (a) and (b). For infringements deemed to be of a more serious nature the Clerk of the Course and/or the Stewards of the Meeting are to invoke the provisions of Current MSA Yearbook Section C 3.5.1.(c) and the 2017 mandatory kart penalties.
- 4.1.3 Infringements of non-technical MSA Regulations and Sporting Regulations issued for the Championship: As per Current MSA Judicial Procedure Regulations and the 2017 mandatory kart penalties.

5. TECHNICAL REGULATIONS:

5.1 General Description:

- 5.1.1 MSA 2017 Specific Karting Technical Regulations apply, together with the 2017 ABkC Regulations within the 2017 MSA Kart Race Yearbook. ELIGIBLE CLASSES: ABkC classes for IAME X30 Mini, IAME Junior X30, Senior X30, IAME Cadet, Honda Cadet, Rotax Junior Max, Rotax Minimax, Rotax Senior Max & Rotax 177. Additionally Honda Cadet Clubman class is offered under the current MSA Yearbook Section U 1.1.3 these regulations are available from the Clubs, as well as X30 Mini as per KTE-2017-326.
- 5.1.2. All classes will only be allowed **one set of slick per competitor during a race meeting** (unless championship regulations state otherwise). All slick tyres will be marked at each round. It is the competitor's responsibility to make sure that tyres are marked and that the marks are in place at all times. Should any dispute over tyres arise a competitor's tyres may be taken and if proven to be illegal that competitor will pay for the cost of the analysis.
- 5.1.3. Tyre testing will be carried out as per Section U 20.1 of the current MSA Yearbook.
- 5.1.4 Competitors should be aware of the 2017 MSA Yearbook regulations Section D 25.1 – 25.1.18 and Section C 2.1.2. of the current MSA Yearbook, with reference to costs involved in eligibility checking and note that these regulations will also extend to any tests or checks made on fuel and tyres. Any

competitor found to have been using fuel, tyres, or equipment not conforming to these regulations, will be subject to any costs involved in carrying out any necessary test or eligibility procedures.

6. APPENDICES:

6.1 Competition Secretary for the BPKC and BMKR.

- 6.1.1 Mrs Sheila Rose
Buckmore Park Kart Club Ltd.
Buckmore Park Kart Circuit
Maidstone Road
Chatham
Kent
ME5 9QG
Tel: 01634 661604
E-mail: sheila@buckmore.co.uk.
- 6.1.2 Mrs Claire Ward
37 The Street
Bapchild
Sittingbourne
Kent
ME9 9AD
Tel: 07907 490476
E-mail: info@bmkcr.co.uk
- 6.2 Please find below a summary of Mandatory Penalties that will be used in the Championship.

**VOLUNTEER OFFICIALS' &
ORGANISERS COMMITMENTS**

THE RACING CODE
www.msauk.org/respect

I WILL:

- Recognise that there are different groups within the racing family and treat them appropriately
- Create a welcoming, friendly and safe environment for everyone
- Treat every competitor fairly and encourage others to do so
- Recognise that as a representative of the sport, I have a duty to be polite and treat racers, volunteers and supporters with respect

**PARENT'S & GUARDIAN'S
COMMITMENTS**

I WILL:

- Encourage my young driver to have fun and enjoy racing
- Not put pressure on my young driver to take part
- Not impose my own ambitions on my young driver
- Not expect my young driver to win and recognise that the benefits of junior racing lie in the skill acquisition and not about winning events and championships
- Not criticise my young driver when they make mistakes
- Never encourage my young driver to break or bend the rules
- Respect other competitors and their families and applaud their success
- Respect the decisions of the officials at all times

**COMPETITORS'
COMMITMENTS**

I WILL:

- Race for enjoyment
- Try my best at all times
- Race fairly
- Be polite and treat everyone with respect
- Not show off if I win
- Not get upset if I don't win



TEAMS' COMMITMENTS

WE:

- Accept that racing is primarily about enjoyment
- Will not put pressure on young racers to achieve results
- Will recognise that junior racing is about skill acquisition, not about winning events and championships
- Will never speak or behave inappropriately.
- Will encourage all racers to respect the rules and the authority of the officials
- Will never encourage a racer to break or bend the rules, nor to drive in a manner that could cause injury to themselves or others
- Recognise this is not Formula 1

