

CAMBERLEY KART CLUB

SUPPLEMENTARY REGULATIONS

1. The Camberley Kart Club will organise a Clubman permit Kart Race meeting at Blackbushe on (Date of Meeting)
2. The meeting will be held under the General Regulations of the Motor Sports Association Limited (incorporating the provisions of the International Sporting Code of the F.I.A.), the ABkC Regulations contained within the 2010 MSA Kart Race Yearbook (The Gold Book), and these Supplementary Regulations and any written instructions that Camberley Kart Club may issue for the event.
3. MSA Permit Number (TBA) has been issued.
4. The event is open to all current valid MSA Kart Licence holders who are either members of Camberley Kart Club or Bayford Meadows KC, Buckmore Park KC, Clay Pigeon KC, Dunkeswell KC, Forest Edge KC, Hoddesdon KC, Hunts KC, Kent KC, RAFMSA (Kart), Rissington KC, Rochester Motor Club, Shennington KC, Two Counties KC, Whilton Mill KC.
5. All competitors and drivers must produce a valid Competition Licence/Medical Certificate, and a current valid Club Membership Card.
6. The programme of the meeting will be (subject to normal circumstances): -

Signing on	8.00 a.m. to 9.30 a.m.
Scrutineering	8.30 a.m. to 10.30 a.m.
Drivers Briefing	9.45 a.m.
Practice	10.00 a.m. to 11.45 a.m. or when complete.
First Race	When practice is complete
7. There will be either two or three heats of up to 15 laps and a final of up to 20 laps in each class unless conditions dictate otherwise. The classes are: - Comer Cadet, Honda Cadet, WTP Cadet, Junior TKM 2S, Junior TKM K4S, Honda Junior, MiniMax, Junior Max, Formula Junior Standard (Formula 6), Junior Yamaha Intercontinental, Junior Blue, KF3, TKM 2S Extreme, TKM K4S, Libre, Honda Pro Karts, Europa Karts, Formula Blue, KF1, KF2, Rotax Max, Rotax Max/177, F6 Senior Modified, Formula Biland, Formula 125 Open, Formula 210, and combined 250 (Formula E (ABkC), ICE and 250S), RAFMSA Formula Libre (as per appendix 1).
All karts (except RAFMSA Formula Libre) must comply with the ABkC regulations contained within the 2010 MSA Kart Race Yearbook (Gold Book).
8. The track measures 600 yards per lap with 7 corners for the gearbox classes and 620 yards per lap with 10 corners for the direct drive classes. The track surface is tarmac.
9. The kart grid positions for entries received by the date published will be determined by computer software Grid Calc 1.02 © Geoff Hall 1997. The final grid positions will be determined by the total of the points gained in the heats, 1st=0 points, 2nd=2 points, 3rd= 3 points, etc.
10. Each competitor will have the opportunity to take part in at least one practice session with a total time of 5 to 10 minutes, (Minimum of 3 laps)
11. Number plates will comply with current MSA regulations.
12. NO road vehicles or kart stands on the dummy grid tarmac area.
13. The Judges of Fact are: -
 - The Chief Scrutineer is judge in respect of vehicle eligibility.
 - The Environmental Scrutineer is judge in respect of noise emission.
 - The Chief Lap Scorer is judge in respect of the number of laps completed by each kart and the finishing order for every race.
 - The Starter is judge in respect of the starting positions of competitors and their conduct after coming under Starter's Orders.
 - The Race Observers are judges in respect to incidents and driving standards during racing, including all instances of contact between one or more karts.
14. Awards will be presented in each class as follows: up to 5 entries - 1 trophy, 6 to 10 entries - 2 trophies, 11 to 15 entries - 3 trophies, pro-rata 16 and over entries. All trophies are perpetual and the property of Camberley Kart Club until presented.
15. The maximum entry for the meeting, including reserves, is 200 the minimum is 40. The maximum number of starters for each race will be: - Non-Gearbox - 24, Gearbox - 20. The organisers may amalgamate or cancel classes at their discretion.
16. The entry list opens following the previous race meeting and closes finally at 6.00 p.m. on the Saturday prior to the meeting. Entries received after this time will be accepted but will miss programme entry and grid position and may be liable to a £10 fine. The entry fees are:

£38.00 Camberley Kart Club Members	£48.00 Non-members
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 All entries must be made on the official entry form and accompanied by the appropriate fee, (MSA Gen Reg A30). Entries received without the appropriate fee and without prior arrangement, will be accepted but will be placed at the back of the grid.
In the event of entries being in excess of the maximum no, (item 15) entries will be selected by date of receipt.
Entry fees may only be refunded on receipt of written request prior to the closing date.
17. The Competition Secretary, to whom all entries must be sent, is: Mrs Elaine Buxton, 7 St David's Close, FARNBOROUGH, Hants, GU14 9AQ
Other officials are:

MSA Steward	(TBA)
Club Stewards	(TBA)
Clerk of the Course	(TBA)
Chief Scrutineer	(TBA)
18. Provisional results will be published on the Official Notice Board as soon as possible after each race.
19. Any protest must be lodged in accordance with MSA General Regulation C(d) 45-59
20. NO motorcycles to be ridden within the confines of the circuit or airport.
21. An entrance fee may be payable at the gate for all persons over 10 years of age.
22. Times of access to the circuit are 7.00 a.m. to 7.00 p.m. No one is allowed within the confines of the circuit outside these times.
23. The access to the track is by the designated route only. No vehicle on the airport roads or runways.
24. NO engines shall be run before 10.00 a.m. or after 6.00 p.m. Engines may only be run on the dummy grid area, and then only as specified in the 2010 Kart Race Yearbook Regulation B9.2.B9.3,B9.4 B9.5 & B21 (pages 60 & 61)
25. Karts must not be driven in the paddock area.
26. Only holders of National B (Novice) Licences with less than 6 upgrading signatures will qualify for National B (Novice) only races or Novice trophies.
27. One chassis and two engines only to be used during the meeting.
28. Junior/Cadet pushers may be allowed on the circuit provided they are over 18 years and have signed on. Incident Marshals/Pushers are allowed to assist the driver to rejoin the track, only if the engine is still running and it is safe to do so. If the engine has stopped pushers must assist in moving the kart to a safe place but are not permitted under any circumstances to restart the engine.
29. A penalty of one lap may be applied to a driver jumping the start or starting from the incorrect grid position.
30. Only one pit space is allowed for each kart entered in the meeting.
31. All 100cc karts must be fitted with a Decibel additional exhaust silencer (irrespective of complying to the noise emission regulations without a Decibel). An aluminium alloy Decibel is preferred.
32. All non-gearbox classes not completing the chicanes as indicated (10 corners) will have that lap not counted in the results.
33. No smoking on the dummy grid, track, race control, or in parc fermé
34. All drivers are reminded that during any race, heat or final, once you have left the circuit into parc fermé there is no opportunity to rejoin the circuit.

Appendix 1

RAFMSA Formula Libre

Karts, helmets and protective clothing must conform to MSA Technical and Safety Regulations (refer to section U of the MSA Competitors' and Officials' Year book 2010 and the MSA Kart Race Yearbook 2010), together with these technical Regulations. *Competitors must understand that if the regulations do not mention something, assume it is not allowed!*

- 1.1 Chassis: Must conform to current MSA Regulations.
- 1.2 Bodywork and Bumpers: in accordance with current MSA Regulations for direct drive karts. *Attention is drawn to the regulations relating to side pods and bumpers.*
- 1.3 Engines: The following are eligible, subject to the stated criteria.
 - 1.3.1 All single cylinder air or liquid cooled 2 stroke engines, with a maximum swept volume of 100cc, and a single butterfly carburettor with centre axle and a maximum venturi diameter of 24mm. May be used with or without clutch.
 - 1.3.2 Rotax 125 Max – must be sealed by JAG approved agent, have official identity card and conform in all ways to current MSA Regulations for the Rotax 125 Max Class. *Please note that type 1 and 2 air boxes, as well as old and new style clutches are permissible.*
 - 1.3.3 I.A.M.E. 125cc leopard – with cast iron bore, electric starter, ignition system as supplied and unmodified carburettor CIK 360 Tillotson or 334/23 Tillotson.
 - 1.3.4 PRD 125cc Fireball (including Reghetti Redolfi RK 125W Extreme) with cast iron bore, electric starter, ignition system as supplied and unmodified carburettor CIK 360 Tillotson or 334/23 Tillotson (with or without external pulse pipe).
 - 1.3.5 Vortex 125 ROK – with cast iron bore, electric starter, ignition system as supplied and unmodified carburettor CIK 360 Tillotson.
 - 1.3.6 Single cylinder 125cc engine homologated for the KF2 class as per CIK 2007-2015, with the exception that any single butterfly twin jet carburettor with centre axle and a maximum venturi diameter of 24mm may be used. An ignition system homologated for the KF3 class should also be fitted, limiting engine speed to a maximum of 14,000 rpm. *Please note that CIK 2010-2018 homologated engines are not permitted.*
 - 1.3.7 Biland SA250, Suter Vampire VT250UK or Swiss Auto 250 liquid cooled 4 stroke – must be sealed by authorised dealer, have official identity card and conform in all ways to Formula biland Technical Regulations as issued by Saxon Motorsport.
 - 1.3.8 TKM BT82 – must conform in all ways to current MSA Regulations for the Formula TKM Senior Class.
 - 1.3.9 TKM K4S 4 stroke – must be sealed by tal-ko approved agent and conform in all ways to current MSA Regulations for the Formula TKM 4 stroke class.

All engines, ancillaries and their constituent components must conform to the registered manufacturers' fiche and may not be modified in any manner. The engines must be raced in standard form as manufactured and functioning as designed and intended. All parts used must be of original manufacture and source, although fitting of heli-coils and inserts to repair damaged threads is allowed. No additional components of any description that could affect the airflow either side of any fitted restrictor are allowed.

- 1.4 Exhaust: In accordance with regulations for the specific class.
- 1.5 Intake Silencer: In accordance with regulations for specific class, or otherwise a CIK type air box with a minimum volume of 100cc.
- 1.6 Transmission: Direct drive from the engine to the rear axle by a single chain or belt, in accordance with current MSA Regulations. The choice of gear sprockets shall be open.
- 1.7 Brakes: Hydraulic or mechanical disc brake operating on the rear axle only, in accordance with current MSA regulations. *Attention is drawn to the regulations regarding disc brake protectors.*
- 1.8 Tyres: Dry – Mojo D2 or Vega SL6.
Wet – Mojo W2, Vega W2, Bridgestone YEJ or Maxxis WT3/WT4.

Only one set of dry tyres may be used per meeting. In the event that a tyre is damaged during a race, it may be replaced by a similar wear, subject to the approval of the scrutineer(s) of the meeting.

The heating of tyres by any method, or their treatment by any chemical substance is prohibited.

- 1.9 Fuel: Standard unleaded (BS EN 228) or super unleaded (BS 7800) fuel. The use of octane boosters is prohibited.
- 1.10 Weight: Minimum weight for kart and driver shall be as follows:
 - 156 kg for 100cc engines and TKM BT82
 - 160 kg for KF2
 - 162 kg for Rotax 125 Max, IAME Leopard, PRD Fireball, Vortex ROK and TKM K4S
 - 170 kg for Formula Biland
- 1.11 Number Plates: Green with white numbers, although novices shall use black with white numbers. The number allocated by the organisers must be used.

