

2018 KART RACE CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS

2018 – Camberley Kart Club Annual Championship

Cadet Tyre Restriction : It is highly recommended that where a Club/organiser has the provision to do so that a tyre restriction for at least the Cadet class is included in your Championship regulations.

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The Camberley Kart Club Annual Championship is organised and administered by the Camberley Kart Club Ltd 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. TBA Status: Clubmans

MSA Championship Grade: D Type: 5

1.2 Officials:

1.2.1 Co-ordinator: Lee Cobb

1.2.2 Eligibility Scrutineer: Keith Ramsbottom

1.2.3 Championship Stewards: Andy Greig, Rob Clarke, Darren Jones

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the Camberley Kart Club Ltd and be in possession of a valid MSA Entrants Licences. 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 the Camberley Kart Club Ltd, be Registered for the Championship and be in possession of valid Competition licence, minimum grade Kart National 'B' Novice.

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 documentation must be presented for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 All fully paid up members of Camberley Kart Club Ltd are considered to be registered for the Championship. They will be eligible from their date of membership of the Club to participate in the class Championship for whatever class or classes they nominate on their entry form and compete in.

1.4.2 The fee for registration into the Championship is included in the full club membership fee.

1.4.3 There is no closing date for registration.

1.5 Championship Rounds:

1.5.1 The Championship will be contested over 8 rounds consisting of the Club's monthly Club Championship Kart racing events held at Blackbushe circuit on the dates published on the Camberley Kart club official website. Entries to these events are to be made on the official Entry form in compliance with the Supplementary Regulations issued for the event.

1.5.2 Blackbushe

1.5.3 Camberley Kart Club Ltd. Lee Cobb

1.6 Scoring:

1.6.1 Championship points will be awarded to registered drivers classified as finishers in the Final Results at each event as follows:
1st - 100, 2nd - 96, 3rd 94, 4th 93, 5th 92, 6th 91, 7th 90, 8th 89 and decreasing by one point per place until the maximum number of permitted entries. i.e. 24th equals 73 points. A DNF will score last place finisher less 5 points. A DNS is last place finisher less 10 points.

In addition Championship points will also be awarded to registered drivers based upon their heat finishing positions. Drivers will score 40 points for 1st place in a heat, 36 points for 2nd, 34 points for 3rd, 33 points for 4th, 32 points for 5th and decreasing by one point per place until the maximum number of permitted entries. i.e. 24th equals 13 points. A DNF will score last place finisher less 5 points. A DNS is last place finisher less 10 points. Drivers points in the heats at any one race meeting will be totaled. Thus a driver finishing first in three heats will accumulate 120 points and a driver with a second and two thirds will accumulate 104 points.

To be classified as a finisher a driver must receive the chequered flag or in the case of a shortened race must be deemed to be a finisher as per MSA general regulation U7.9.

All drivers who are fully paid up card holding full members of Camberley Kart Club

will receive points for the positions that they finish their respective races, as detailed above for the championship. If a Non Member (or Non Members) finishes in front of a Club Member then those points will not be inherited by the Club Member (or Club Members) who finish in the place or places behind. (So for instance if a Non Member finishes 1st and a Club Member finishes 2nd then the Club Member will only get the points for the second place and not inherit the winners points).

Non Club Members WILL NOT be included in the championship.

A driver who has been excluded at any given meeting, other than as stated in 2.2.1, will not score any points in that round and must count that zero points in both heats and finals as one of their 6 scoring rounds.

If a driver competes in more than one class their points will not be added together.

In the event of a Final not being run, the final results will be determined by the starting grid positions for the final based upon as many heats as have been completed.

Where the race includes more than one recognized kart class the results and championship points will be scored for finishing positions as though they were separate races.

At the end of the season points scored in a drivers 6 best Finals and 6 best heats will be added together. Finals points and heat points do not have to have been scored on the same day. A driver could for example discard a heat at a particular race meeting but count the final's points at that race meeting towards his/her total for the season. The driver with the highest points for the season will finish first. The next highest second and so on.

1.6.2 Ties will be decided on the standard count back system. Number of Finals wins, then Finals seconds etc and in the event of there still being a Tie the first final winner is the winner.

1.6.3 An appeal against points awarded or not awarded in the championship must be lodged (all in accordance with the MSA General regulations) in writing to the Championship Co-ordinator within 7 days of the first publication of the points in dispute on the Camberley Kart Club Ltd official website.

1.6.4. Event Penalties – See 1.6.1

1.7 Awards:

1.7.1 Championship trophies are to be provided by the Club and are presented at the Club's Annual Dinner and Prize presentation. The trophies will represent the size of the total entry per class both in quality and quantity. Various club trophies are presented as perpetual Trophies which remain the property of the Club. Where awarded an additional trophy for retention will be awarded. Perpetual Trophies are to be returned to the club upon request.

1.7.2 Trophies awarded at every meeting, championship trophies awarded after championship ends at award ceremony.

1.7.3 N/A

1.7.4 Trophies will be provided at an end of meeting ceremony.

1.7.5. N/A

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 Camberley Kart Club Ltd Competition Secretary in good condition within 7 days.

Note: The awarding of Special Plates can only be done with prior authority from the MSA and this must be detailed within your regulations

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Judicial procedures and Penalties will be in accordance with the current MSA Yearbook Section C and the latest MSA issued Bulletin for the MSA Karting Trial of CIK-FIA Judicial Procedures (an example of which is appended to these regulations as Appendix 1) and the mandatory penalties (Appendix 2).

2.2 The penalty for being found underweight or ineligible from an incident on track e.g. loss of exhaust, nose cone etc will be limited to exclusion from that race.

2.2.1 In a matter arising from Post Race Scrutineering under C3.1.1, C3.5.1 (a) and (b) shall apply. In more serious cases the Clerk of the Course and the Stewards of the Meeting may decide to invoke C3.5.1 (c).

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.

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 MSA.

3. TECHNICAL REGULATIONS

3.1 All karts must comply with MSA Kart General, Technical and safety regulations and class regulations within the current MSA kart race year book or as approved by KTE on the MSA website.

3.2 Class Championships will be held for the following classes: Bambino, Comer Cadet, IAME Cadet, Honda Cadet, Mini max, Junior Rotax Max, Junior TKM, Snr TKM, Snr Rotax Max, Snr Rotax Max 177, Snr Rotax 177 Masters, 125 Gearbox Senior in accordance with page 5 of the Kart race year book, 250 Gearbox Senior in accordance with page 5 of the Kart race year book.

3.3 Safety Requirements.

3.4. As detailed in the Supplementary Regulations.

PUBLISHED



MEETING BULLETIN

Organising Club: Venue:

Date: Status: Permit No.:

MSA KARTING TRIAL OF CIK-FIA JUDICIAL PROCEDURES

The Motor Sports Council has agreed that a limited trial of the CIK-FIA system of judicial procedures will be undertaken and evaluated. This meeting is one of those selected to form part of that trial.

The judicial procedures to be applied at this meeting will therefore be as follows:

1. All judicial decisions will be taken by the Stewards of the Meeting, not the Clerk of the Course.
2. The Clerk of the Course will, as usual, have full responsibility for the running and conduct of the meeting in accordance with the regulations. This includes the control of practice, heats and races, adherence to the timetable, the starting procedure and the stopping or suspending and restarting of races.
3. The Clerk of the Course will refer any incidents or possible breaches of the regulations to the Stewards of the Meeting, who will be responsible for investigating these and, if they deem it appropriate, imposing any penalties. The decision to show the black flag to any competitor will also rest solely with the Stewards of the Meeting, having considered a request from the Clerk of the Course.
4. The penalties to be applied by the Stewards of the Meeting will be in line with the MSA's mandatory karting penalties (as revised from time to time– see attached).
5. Any protests must be lodged as usual in accordance with C5.1.2 but they will be heard and adjudicated on by the Stewards of the Meeting, not the Clerk of the Course. The usual time limits as per C5.2 and the usual protest fees as per Appendix 1 Article 13.1 will apply.
6. Any appeals against decisions of the Stewards of the Meeting will be heard as usual by the National Court (but note article 7 below). The usual process and time limits as per C7.1 will apply, with the exception of removal of the restriction on grounds for appeal at C7.1.3. Any Eligibility Appeal must be submitted as usual in accordance with C7.2. The usual appeal fees to the National Court set out in Appendix 1 Article 13.4 will apply.
7. For the purposes of this trial, Motor Sports Council has agreed that any time, place or lap penalty imposed by the Stewards of the Meeting shall not be subject to appeal. Also, in accordance with C2.6.2, where the Stewards of the Meeting are satisfied that a physical assault or threat of physical assault has occurred, then no appeal against their sentence will be allowed.



8. Motor Sports Council has also agreed that, as a safeguard, if a competitor lodges a valid appeal (excluding the cases cited in article 9 below) the penalty will be suspended for the duration of the meeting. However, the suspensive affect resulting from the appeal does not allow the competitor to take part in the prize-giving or the podium ceremony, nor to appear in the official classification of the competition in any place other than that resulting from the application of the penalty. The rights of the competitor will be re-established if they win their appeal before the National Court, unless this is not possible due to passage of time.
9. The decision of the Stewards of the Meeting will become immediately binding notwithstanding an appeal if it concerns questions of safety (e.g. extreme breaches of C1.1.5. justifying a 30 day licence suspension), good standing (e.g. physical assault or threat of) or irregularity of entry by a competitor (e.g. fraudulent entry) or when, in the course of the same meeting, a further breach is committed justifying the disqualification of the same competitor. The decision of the Stewards must mention the existence of cases above that justify the decision being enforceable notwithstanding the appeal.

For the purposes of this trial, and in so far as it is necessary, the following regulations are varied by the authority of the Motor Sports Council (in accordance with A2.5) as required to facilitate the undertaking of this judicial procedures trial at this meeting:

- (a) Regulations relating to the Clerk of the Course judicial role:
C2.3, C2.3.2, C2.3.4, C2.4, C2.5, C3.1.1, C3.2, C3.3, C5.1.1, C5.2.3, C5.3.5, C5.3.5.2, C5.4, C5.4.1, C5.6;
- (b) Regulations relating to the Clerk of the Course powers and responsibilities:
G5.2.18, G5.3, G5.3.1, G5.3.2, G5.3.3, G5.3.5, G5.3.6, G5.3.7, G5.3.8, G.5.3.10;
- (c) Regulations regarding the Stewards of the Meeting role as an appeal body:
C6.1 to C6.6 (with the exception of C6.5), G7.2.5;
- (d) Regulations regarding the Stewards of the Meeting powers and responsibilities:
G2.4, G2.4.3;
- (e) Regulations regarding appeals to the National Court:
C7.1.3, C7.3.1;
- (f) Other relevant provisions:
Appendix 4 – Judicial Notes for Guidance, Articles 1, 2 and 3.

2018 KARTING PENALTIES
- STEWARDS (CIK TRIAL)
Summary of Mandatory Penalties

The following penalties are as defined on the Stewards Decision Notification and accompanied by the Stewards Decision Notification Explanations issued by MSA. These are mandatory penalties.

PLEASE NOTE: Time, place or lap penalties and also the reason any such penalty is imposed are not appealable

INFRINGEMENT / DESCRIPTION	PENALTY
(C)2.3.2. Gaining an Unfair Advantage	10 Seconds or 1 Lap Penalty
(C)1.1.5. Driving in a manner incompatible with general safety	1 Lap Penalty or Race Disqualification
(C)1.1.5. Driving in a manner incompatible with general safety - Aggravated Contact	Race Disqualification or Meeting Disqualification & Consideration of licence suspension
(C)1.1.6. Contravention of flag signal <u>before or after Race</u> - ¼ Black/Yellow / Yellow	10 Seconds Penalty
(C)1.1.6. Contravention of flag signal <u>during Race</u> - ¼ Black/Yellow / Yellow	1 Lap Penalty
(C)1.1.6. Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
(C)1.1.6. Contravention of flag signal - Black Flag (ignored more than once)	Race Disqualification or Meeting Disqualification
(C)1.1.9. Abusive Language, Behaviour or Assault -	Race Disqualification (4 points)
(C)1.1.9. Abusive Language, Behaviour or Assault - Serious	Meeting Disqualification (6 points) & Consideration of licence suspension
(H)33.1.3. Failure to attend Drivers' Briefing (recommend £50)	Fine of £.....
(H)33.1.4. Failure to obey an Official of the Meeting	Race Disqualification (4 points) or Meeting Disqualification (6 points)
(C)3.1.1. Scrutineer Non-Compliance Report, vehicle or component ineligible	Race Disqualification or Meeting Disqualification
(U)17.29 Underweight	Race Disqualification
(U)8.1. Failure to report to Scrutineering	Race Disqualification or Meeting Disqualification
(C)2.3.4/(U)17.5.5 Incorrectly positioned front fairing - race	10 Seconds penalty
Incorrectly positioned front fairing - TQ	Deletion of fastest time
(U)17.5.5 Attempting to tamper with or reattach the front fairing during race / timed qualifying	Race Disqualification
Intentionally reattaching the front fairing after chequered flag	Meeting Disqualification & Consideration of Referral to MSA

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Stewards issuing further penalties against other breaches of regulations as defined in (C)2.1.

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