

**1. 2011/2012 Winter Series  
For  
2011/2012 ABkC Formula KF3 'O' Plate  
2011/2012 ABkC Formula KF2 'O' Plate  
Incorporating  
2011/12 Formula Comer Cadet Winter Cup  
2011/12 Formula Honda Cadet Winter Cup  
2011/12 Formula Rotax Mini Max Winter Cup  
2011/12 Formula Rotax Junior Max Winter Cup  
2011/12 Formula Rotax Max Winter Cup**

**1.1** The 2011/2012 Winter Series is organised and administered by The Shenington Kart Racing 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), these regulations, the supplementary regulations of the individual Clubs and any other written Final instructions. **Note:** The MSA Yearbook references contained within these regulations will be updated if necessary on publication of the 2012 MSA Competitors' Yearbook.  
MSA Championship permit No. tba Status.....National B.....  
MSA Championship Grade...D.....

**1.2 OFFICIALS**

**1.2.1 CHAMPIONSHIP CO-ORDINATOR WILL BE:**

- Mrs S Game. 16 Graham Road, Bicester, Oxon, OX26 2HP
- Assisted by: Miss E Game. 16 Graham Road, Bicester, Oxon OX26 2HP

**1.2.2 ELIGIBILITY SCRUTINEERS:**

- Mr P Klaassen (Technical Commissioner)

**1.2.3 SERIES CHAMPIONSHIP STEWARDS:**

- Mr A J Game
- Mr M Coombs
- Mr G Smith

**1.3 COMPETITOR ELIGIBILITY:**

**1.3.1** Entrants must be fully paid up in possession of a valid 2011/2012 MSA Entrants Licence.

**1.3.2** Drivers must be fully paid up members of an MSA approved Kart Club affiliated to the ABkC and in possession of a valid MSA Kart License & Entrants licence, minimum National A or in possession of a valid licence of the same grades and medical issued by Motor Sports Ireland (H26.1.1 & H26.1.5), 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 documentation must be presented for checking at all rounds when signing on.

**1.4 REGISTRATION:**

**1.4.1** All drivers must register as competitors for the championship by returning the registration form with the registration fee to the Coordinator prior to the closing date. Shenington Kart Club Limited however, reserves the right to accept entries after the closing date if a particular class is not deemed full.

**1.4.2** Registration fee is £75

**1.4.3** The closing date for registration is 31 October 2011.

**1.4.4** In the event of a registered driver not being able to compete in part of the championship the Co-ordinator has the right to allow another registered driver in his/her place. Points are given to individual competitors.

## 1.5 CHAMPIONSHIP ROUNDS

The championship will be contested over 3 meetings each consisting of timed practice, 3 heats and 1 final.

### 1.5.1 THE 2011 / 2012 DATES ARE AS FOLLOWS:

12/13 November 2011	Glan Y Gors	Dragon Kart Club
25/26 February 2012	P F International	Trent Valley Kart Club
10/11 March 2012	Shenington	Shenington Kart Racing Club

## 1.6 SCORING

1.6.1 Heat Points: Points for heats will be 1<sup>st</sup> = 35, 2<sup>nd</sup> = 34, 3<sup>rd</sup> = 33, reducing by 1 point to 30<sup>th</sup> position.

Non finishers will be given a position according to the number of laps completed.

The heat points will determine the grid position for the Final. Highest point scorer from the heats on pole.

An exclusion is 0 points.

1.6.2 Final Points: Points for the final will be 1<sup>st</sup> = 55, 2<sup>nd</sup> = 52, 3<sup>rd</sup> = 50, reducing by 1 point.

All drivers qualify for the final and will be given finishing positions according to the number of laps completed.

Non starters in the finals will be given a finishing position below all starters in relation to their grid position whether they present themselves on the grid or not.

1.6.3 To resolve a tie in the heats the driver with the highest points score in their first heat will take the higher grid position.

The final championship positions will be determined from the totals of a maximum 2 best scores from all 3 rounds (i.e. best 2 out of 3 count).

Should a tie result from the total of 2 rounds for any position, the discarded 3<sup>rd</sup> round will be included.

Should a tie still result it will be decided by the number of 1<sup>st</sup> places gained in 'A' Finals, if still undecided the number of 2<sup>nd</sup> places in 'A' Finals, then 3<sup>rd</sup> places and so on until resolved.

a) If a Final is not held the result will be declared on the grid position and awards will be given accordingly.

b) If a meeting is cancelled then the series reserves the right to change to an alternative date & venue, otherwise all 2 rounds held will count for final Championship total.

1.6.4 In order to qualify for both meeting points and championship points each Driver and Entrant must sign on during the time specified in the meeting program. The Driver must also take part in the Timed Qualifying practice unless for reasons of Force Majeure.

1.6.5 Championship Points Appeal as per MSA Blue Book C6.5.

1.6.6 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. MSA general regulation C3.5.1 a & b will apply.

## 1.7 TIMED QUALIFYING

1.7.1 Timed qualifying will be for all classes and will be in 8/10 minute sessions as shown in the programme, each driver will take part in one of these sessions.

1.7.2 All drivers in the session may start their timed laps at any time from the session start and may do as many laps as they wish in the 8/10 minute period. All these laps will be timed. Crossing the start line for the first time will register on the timing equipment and will constitute the start of your first lap. All regulations will apply as if the session was a race. Once a driver leaves the circuit and returns to the scrutineering/pits area, their session will finish and they will not be allowed onto the circuit again.

1.7.3 On leaving the circuit from the timed qualifying session, all drivers MUST report to scrutineering and weighing area.

1.7.4 Any driver missing his/her timed qualifying time slot will not be allowed to take part. It is the driver's responsibility to present themselves and their equipment on the grid for their timed practice at the correct time.

## DRAFT

- 1.7.5** Any driver considered to be baulking or blocking another driver may be penalised.
- 1.7.6** The timed qualifying results order will decide the grid positions for the three heats. Each driver's quickest single lap only to count. The quickest takes pole position. In case of a tie the second lap will be taken to resolve the tie and then the third lap etc.
- 1.8 RACES**
- 1.8.1** Each driver will have three heats of 8 minutes plus 1 lap. There will be one final of 12 minutes plus 1 lap.
- 1.8.2** Heats and finals duration may be reduced in wet weather or unforeseen circumstances and will be announced on the dummy grid accordingly prior to the race. Changes can also be made during racing for safety reasons.
- 1.9 AWARDS:**
- 1.9.1** Overall Awards will be not less than £50.00 in value or more than £100.00 in value for 1st place and not less than £10.00 or more than £20.00 for 2nd place.
- 1.9.2** Overall: First place trophy in each O plate class for KF 2 & KF 3 is courtesy of WP Motorsport. The championship winner in each O plate class (KF2 & KF3) will be entitled to use the O plate at all ABkC Clubs for 12 months, or until the 2013 O plate meeting for that class if earlier. Perpetual trophies remain the property of the ABkC and must be returned, in good condition, when requested.  
First place trophy in each Winter Cup class  
Competitors are obliged to collect their awards personally at prize giving.  
Individual Rounds: All classes 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> place trophies.
- 1.9.3** In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to Shenington Kart Racing Club Ltd in good condition within 7 days.

## 2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

- 2.1** Rounds: In accordance with the 2011/2012 MSA Yearbook with the exception C3.5.1 (c) which will not apply.
- 2.2** Championship: In accordance with the 2011/2012 MSA Yearbook with the exception C3.5.1 (c) which will not apply.

### 2.3 ENTRIES

- 2.3.1** Supplementary Regulations (SRs) and entry forms will be mailed or handed to all registered drivers in sufficient time for entries to be made prior to the closing dates.
- 2.3.2** Competitors are responsible for sending in correct and complete entries with the correct fee to arrive prior to the closing dates which will be shown in the SRs.
- 2.3.3** Entries will only be acknowledged by request provided a stamped addressed envelope is enclosed with the entry for that purpose.
- 2.3.4** The entry fee is £150 per two day meeting.

### 2.4 PRACTICE

- 2.4.1** Official Practice will be the minimum period as specified in the MSA Regulations.
- 2.4.2** Where circuits are available to use on the Friday directly prior to the meeting, competitors may optionally make use of these facilities having made the necessary arrangements with the circuit owner or operators. There will be a charge of £45 payable directly to the circuit owners or operators.

### 2.5 PARC FERME

- 2.5.1** Parc Ferme / Closed Grid System – A closed grid system will operate for Timed Practice, Heats and Finals. The exact procedure and format may vary slightly at each round due to local circuit layouts but final details and instructions will be issued either in writing or during the Drivers' Briefing at each round. All areas of the system will be considered as Parc Ferme and all rules relating to Parc Ferme will apply. Entry to Parc Ferme will be only allowed to pass holders of the class currently preparing to compete.

- 2.5.2** Two passes per competitor will be issued at their first meeting. Any minor acting as a mechanic must be over 16 years of age and must hold a letter of permission from their parent or guardian.
- 2.5.3** It should be noted that only one kart per competitor is allowed into the Parc Ferme system at any time. Competitors' should make their tyre choice prior to entry and if they wish to change tyres they must remove their choice before entering with the alternative.
- 2.5.4** Approximately 20 minutes prior to a timed practice/race start the Pre-Race assembly area will open. This area will contain a clock showing the official meeting time. Karts will be taken into the area with only the driver and one mechanic who must both show passes to the gate marshal.
- 2.5.5** Karts may proceed onto the dummy grid (providing it is clear and ready accept the next grid of competitors) whenever they feel that they are ready. No adjustments except to tyre pressures (additional air cannot be added) will be allowed on the Dummy Grid. When there is approximately 7 minutes to the race start time a warning will be sounded. After a further 4 minutes (approximately 3 minutes to race time) a further warning will be sounded. 1 minute after that final warning (approximately 2 minutes to race time) the gate to the dummy grid will close. Any kart or driver who has not left the Pre-Race assembly area before the gate is closed will not be permitted to take part in the timed practice/or will be placed at the rear of the grid for a race.
- 2.5.6** Once the kart has entered the dummy grid area the driver/mechanic must position it on to their grid position or as directed by the grid marshal.
- 2.5.7** Once the timed practice/race is ready to start the karts will come under starters' orders and be released on to the circuit in the normal manner.
- 2.5.8** At the end of the timed practice/race the karts will be directed into a Post Race Area.
- 2.5.9** In the case of a meeting state being changed from either Wet or Dry prior to the grid departing, an appropriate amount of time will be allowed for the driver/mechanic to change their tyre set up.

### **3. TECHNICAL REGULATIONS**

**3.1** MSA 2011/2012 Specific karting technical regulations as current at the time, as contained in the MSA Kart Race Yearbook, including the ABkC regulations contained therein, CIK regulations where appropriate and any amendments issued by the MSA or ABkC will apply with the following additions or exceptions.

**3.1.1** The only carburettor permitted in KF3 is the Tillotson HW-10.

#### **3.2 TYRES**

**3.2.1** For all classes the only tyres allowed are the ABkC class nominated tyres as shown in the MSA Kart Race Yearbook 2011/12 as current at the time.

#### **3.2.2 GENERAL**

**3.2.3** One set slick tyres and two sets of wet tyres only will be allowed for racing per competitor per round. At Round 1 a set of slick tyres, a set of wet tyres and a reserve set of wet tyres (if ordered – see below) will be made available to each competitor entered. At all subsequent rounds only a set of slick tyres will be made available to each competitor entered at the cost shown on the form and must be pre-ordered. If a competitor requires new wet race tyres, reserve wet tyres or any test tyres, either slick or wet, for any round they must be ordered at least two weeks prior to the meeting date for which they are required. Before any tyres are issued, including the ones supplied automatically, must be paid for.

**3.2.4** Tyres must be ordered from JKH. Tel: 01928 740090 Fax: 01928 740091 or email: [johnhoylejkh1@btinternet.com](mailto:johnhoylejkh1@btinternet.com), order forms are included with these regulations. Please note failure to order tyres within the above time scale may result in competitors not being able to compete. Tyre holders will be provided at the first round and it will be the competitor's responsibility to bring them to each round. Failure to do so will result in a competitor being charged £20 for a replacement.

**3.2.5** Slick tyres – only 1 set per competitor per round.  
Honda Cadet and Comer Cadet 1 set of slicks for the series.

**3.2.6** For all classes it is mandatory at every round to purchase a set of new slick tyres as per 3.2.1. For Comer & Honda Cadets it is mandatory to purchase a set of new slick tyres at meeting 1. At the end of those meetings the competitor will go to JKH and have them sealed (as per the procedure for wet tyres). They will then be

taken away by JKH and returned at the following meeting for use at that meeting (i.e. meetings 2&3). The competitor must satisfy themselves that the tyres and wheels have been correctly bagged and also satisfy themselves that they have not been tampered with in between meetings.

**3.2.7** WET TYRES - All competitors will be required to purchase a new set of wet tyres from JKH at the first round. They may also purchase a reserve set to be used only if their first set become ineligible. This set must be pre-ordered and will be sealed in a bag as detailed below. If this set is used they will be entitled to buy a further reserve set at the following meeting. When you have paid for the tyres you can take your scrutineering card to the parc ferme where the tyres will be issued at random in the normal manner. You may mount the tyres on wheels, but at no time, other than going to the dummy grid and then onto the circuit to take part in either timed practice or a race and then directly return to parc ferme, may the tyres leave parc ferme. All rules that apply to the slick tyres re parc ferme will also apply to the wet tyres. At the end of the meeting, you can either take your tyres from parc ferme in the normal manner, in which case you will have to purchase a new set at the next round from JKH as above, or you can request that the tyres are sealed in a bag, which will be also marked. You will then take the sealed bag with you. At the next meeting if you return the bag to the parc ferme without it having been tampered with in any way, and if the scrutineer is happy that the bag has not been opened or tampered with in any way, you may use the same set of wets tyres at that meeting. If the scrutineer feels the bag has been tampered with, then you will be required to purchase a new set of wets from JKH for that meeting. This system will continue for the next meeting etc. There will be a charge of £5 each time a set of tyres is sealed in a bag. Only wet tyres purchased from JKH and obtained from within the parc ferme will be allowed to be used during the meeting.

**3.2.8** All tyres must be paid for 1 week prior to the event, failure to pay results in no entry to the meeting. It is mandatory that all tyres, slicks must be purchased per round from the appointed trader. **All** slick tyres will be marked at each round and every competitor will draw for their set of tyres. A different mark will be used at each round. The only wet tyres permitted are the ones supplied for the series by the listed trader JKH Motorsport, these tyres will be marked/stamped at each round before use in the round. Tyres carried over from previous rounds are only eligible if they were returned to the trader at the end of the previous rounds and are re-marked/stamped for the current round. Only one set per round are permitted, additional tyres may be allowed at the discretion of the Eligibility Scrutineer present at that round.

### **3.3 UNI LOGGERS**

**3.3.1** Except for the cadet classes, it will be compulsory that the Uni Logger systems is used by all classes and must be fitted in the correct manner.

**3.3.2** A Uni Logger unit will be loaned to each competitor at the start of the meeting and will become the responsibility of the competitor for the day. Should it be damaged in any way it will be the competitors' responsibility to pay for the damage or the unit's replacement to the value of £135 + VAT. The competitor will also be required to purchase from JKH (unless they have already purchased one) the full fitting kit including all cables and leads (at a cost of £120.00 + VAT) which must be maintained in full working order.

**3.3.3** From the information gathered from the Uni Logger any anomalies or non-permitted settings will be reported to Paul Klaassen, Technical Commissioner (Eligibility Scrutineer) or in his absence the Chief Scrutineer. Once the evidence is seen, a non compliance document may be issued and passed to the Clerk of Course. The clerk will hold a hearing into the matter. If the clutch is shown not to comply with the regulations then the clerk will apply the minimum penalty which may lead to exclusion from the Timed Qualifying, Heat or Final.

### **3.4 FUEL**

**3.4.1** Unleaded Pump Fuel for Honda Cadet, Comer Cadet, Mini Max, Junior Max and Rotax Max.

**3.4.2** Controlled fuel for KF2 and KF3 classes as 3.4.2.1.

**3.4.2.1** The only petrol to be used in the 'O' Plate classes for KF.2 and KF3 during racing will be that petrol nominated by the ABkC and available from the appointed distributor at the circuit during the event. This supplier will be WP Motorsport and the fuel supplied will be WP Motorsport Panta fuel. The use of any other petrol will result in exclusion from the event. The only additive to this petrol that is allowed is the addition of CIK homologated brands of oil. If you have fuel samples taken for further analysis you will be required to make written declaration to the scrutineer stating the make and type of oil that you have used in your petrol and the mix ratio. If your samples do not conform to your written declaration you will be excluded from the event. The only oil permitted in Comer Cadet is Shell Super M and the only oil permitted in the Rotax classes is BRP XPS Kart 2-stroke.

**3.4.3** Competitors should be aware of MSA regulations D25.1.11 and C5.3.3 with reference to the costs involved in eligibility checking. Failure to pay these costs will result in the exclusion and/or being not permitted to enter any future ABkC championship. Competitors found to have failed fuel or tyre checks will result in exclusion and/or not being permitted to enter any future ABkC championship.

### **3.5. TRANSPONDERS**

**3.5.1** All karts must be fitted with a TransX160 transponder provided by the driver/entrant. This must be fitted in accordance with the MSA Kart Race Yearbook, Appendix 4, Section F. It is the responsibility of the driver to ensure that the transponder is working correctly chassis parts or bodywork does not obscure the signal and the battery is sufficiently charged. These transponders will be used for the lap scoring and must be in place and working for all official practice and all races. Transponders not fitted or not working will result in the competitor not being lapscored and no finishing position given. Note, if vertical fitting is not possible as prescribed it may be fitted on the rear of the seat and must be in a vertical position.

### **3.6 CAMERAS**

**3.6.1** Optional for all classes. A competitor choosing to use a camera must purchase and fit to their kart a Go Pro Hero HD camera. The cost of the camera will be £210 + VAT and comes complete with a 16GB SD memory card, Roll Bar and a Grab Bag (assorted fitting accessories). It can be purchased from JKH. Please note this is a special subsidised rate. You may supply your own which must be the same model and specification.

**3.6.2** Recordings from the camera may be down loaded and used as evidence the Clerk of Course, Stewards or the Motor Sports Council at any hearings that they convene. Any complaints against a fellow competitor using their recording must be done by way of a protest in the normal way as per C5 of 2011/2012 MSA Yearbook.

**3.6.3** A driver may ask an official to download any footage before they have left parc ferme. The driver has no right to review the footage prior to any hearing.

## **4. REGULATIONS**

Technical regulations for KF2 & KF3 will be as per the 2011/2012 (as current at the time) MSA Kart Race Yearbook and CIK regulations as appropriate including all amendments issued by the MSA or ABkC. The sole carburettor eligible for KF3 is the carburettor designated for the 2011 CIK/FIA championships which is the Tillotson HW-10.

## **5. COMPETITORS PROMOTIONAL OBLIGATIONS**

**5.1** Competitors may be required to carry badges, which will be supplied and must be fitted to competitors' race suits.

**5.2** Competitors may be required to display decals / stickers, which will be provided, on their karts, helmets and visors in a position as requested by race officials. ABkC visor strips will also be supplied for the KF classes and must be solely worn on helmets in these classes.

**5.3** Competitors in the top three positions must present themselves for the podium prize-giving in their race suit and if requested by the organizers wear only the hat provided.

**5.4** Competitors may be required to take part in further promotional activities during the event.

**5.5** Failure to comply on request to 5.1, 5.2, 5.3 or 5.4 could result in immediate exclusion from the event, or forfeiture of any prize or award.

**5.6** Tobacco related advertising is forbidden on karts, drivers or mechanics apparel. It is a condition of acceptance of entry that a driver will, when so directed, by the Chief Scrutineer or his deputy, carry mini-video cameras and recording equipment upon their kart. Film or video of any part of the event for commercial purposes is forbidden, unless with specific written permission of the organizers.

**5.7** By countersigning as parents/guardians/guarantors of minors they agree that they have no objection to still or moving images being taken of the driver undertaking their sporting activities.