

SPORTING REGULATIONS GENERAL

- 1. TITLE THE SUPER ONE CHAMPIONSHIP**
in association with **THE ASSOCIATION OF BRITISH KART CLUBS** for
The 2012 ABkC Formula Rotax Max National Championship CH2012/K016 (Grade B)
The 2012 ABkC Formula Rotax Junior Max National Championship CH2012/K015 (Grade B)
The 2012 ABkC Formula Rotax Mini Max National Championship CH2012/K012 (Grade B)
The 2012 ABkC Formula Rotax Max 177 National Championship including Masters CH2012/K018 (Grade B)
The 2012 ABkC Formula Honda Cadet National Championship CH2012/K019 (Grade B)

- 1.1.** The Championship will be for the Formula Rotax Max, Rotax Junior Max, Rotax Mini Max, Rotax Max 177 (including Masters) and Honda Cadet classes.

1.2. JURISDICTION

The Championship is organised and administered by the SUPER ONE SERIES LTD (hereinafter referred to as Super One) on behalf of the ABkC 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), the MSA specific regulations for karting, where applicable the ABkC regulations, as shown in the MSA Kart Race Yearbook, these Championship regulations and any other final instructions issued by the Super One. It is the competitors' responsibility to ensure they have all these publications and have read them thoroughly.

1.3. OFFICIALS

- 1.3.1.** Co-ordinator: Mrs S Game
- 1.3.2.** Eligibility Scrutineer/Technical Commissioner : Mr P Klaassen
- 1.3.3.** Championship Stewards: Mr M Coombs, Mr S Chapman, Mr B Barrington

1.4. REGISTRATION & COMPETITOR ELIGIBILITY

- 1.4.1.** Entrants must be fully paid up valid membership holding members of an MSA Kart Club and in possession of a valid 2012 MSA Entrants Licence.
- 1.4.2.** Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of an MSA Kart Club and be registered for the Championship and be in possession of a valid competition National A status Licence, as a minimum, or Motorsports Ireland licence (H26.1.1 H26.1.5) or be a professional driver in possession of a valid CIK-FIA International Licence (featuring an EU Flag) and medical, issued by the ASN of a member country of the European Union, and having written approval of their ASN.
- 1.4.3.** 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. Super One, however, reserve the right to accept entries after the closing date if a particular class is not deemed to be full. To be registered for the championship Cadet Drivers must be fully paid up valid membership card holding members of a MSA kart club and that club must be affiliated to the ABkC. The registration fee is £140 made payable to the Super One.
- 1.4.4.** 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. A PG Entrant Licence must be produced in accordance with U.14.1.5 if the driver is a minor
- 1.4.5.** All necessary documentation must be presented for checking at all rounds when signing on. Driver details will be held on a Super One Database and will be subject to the provisions of the Data Protection Act 1998.
- 1.4.6.** Registration numbers will be the permanent competition numbers for the Championship but will always be in accordance with U.17.28.1.
- 1.4.7.** Entries will be accepted from "Guest Drivers" at the normal entry fee, but any driver wishing to

compete in more than one round must pay the normal registration fee and any of the final round entry fees if appropriate. A "Guest Driver" must meet the licence conditions in 1.4.2.

1.4.8. Only registered competitors will score points where they finish in all heats or finals on the day as per 1.7.1/2/3/4/5. If a "guest driver" decides to take part in further rounds they will be required to pay the registration fee (1.4.5) and (2.1.6) and will be able to take forward the points accrued at their first meeting as a "guest driver".

1.5. Foreign Participating Drivers – The organisers may make application for individual rounds of the Championship to be inscribed as events with authorised foreign participation (D3.2.2.). Such participants, or those who will not be professional drivers in possession of a Licence featuring an E. U. flag, will be deemed "Guest Drivers". Guest Drivers points will not be counted or shown in the championship tables and they will be 'invisible' in the ranking of the championship but they will qualify for individual race trophies if the finish position merits it. Such drivers must possess an international FIA licence and written authorisation to compete from their ASN.

1.6. CHAMPIONSHIP ROUNDS

The Championships will be contested over seven meetings each consisting of timed practice, heats and two points scoring finals. Each final will be considered a round. The meetings will be as follows:

Dates	Circuits	Clubs
28 & 29 April 2012	Whilton Mill	Whilton Mill Kart Club
26 & 27 May 2012	Glan Y Gors	Dragon Kart Club
16 & 17 June 2012	Rowrah	Cumbria Kart Club
7 & 8 July 2012	Larkhall	West of Scotland Kart Club
25 & 26 August 2012	Three Sisters	Shenington Kart Racing Club
17 & 18 September 2012	PF International	Trent Valley Kart Club
13 & 14 October 2012	Shenington	Shenington Kart Racing Club

1.7. SCORING FOR CHAMPIONSHIPS

1.7.1. Points will be for the two finals as follows: 1st 50, 2nd 48, 3rd 46, 4th 44 reducing by 1 point to 30th position who will score 18.

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

Repechage 1st, 2nd, 3rd & 4th go forward to take the last four grid positions on Final 1, 5th scores 34, 6th 33, 7th 32 reducing by 1 point to 30th position who will score 9.

If the repechage is not run as per 2.4.1 then the grid positions will be used instead.

Non-finishers in both Final 1 & 2 will be given a position according to the number of laps completed.

Non starters in Finals 2 will be given a finishing position below all starters in relation to their grid position, whether they present themselves on the grid or not.

1.7.2. The final Championship positions will be determined from the total of a maximum of 12 best scores from 14 finals & 7 repechage races.

1.7.3. Should any driver be totally excluded from a meeting for any reason they cannot drop those rounds, it will count as two of their 12 results (two 0 points will be included in their 12 best score)

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

1.7.5. Should a tie result from the total of 12 best scores, for any position, the discarded 13th highest score will be included, then the 14th.

Should a tie still result it will be decided by the number of 1st places gained in finals. If still undecided the number of 2nd places in finals, then 3rd places and so on until resolved.

1.7.6. In the case of a meeting not being completed for any reason the following will apply:

- 1.7.6.1. If a meeting is stopped as per 1.8.5.1. there will be no Championship points given and the Championship total best scores as shown in 1.7.2., will be reduced by 2 best scores.
- 1.7.6.2. If a meeting is stopped as per 1.8.5.2. there will be Championship points given for the repechage and points for final 1 result, as per 1.8.5.2, but no points for final 2, and the Championship total best scores as shown in 1.7.2., will be reduced by 1 best scores.

1.8. SCORING FOR THE INDIVIDUAL MEETINGS

- 1.8.1. Points will be awarded to all competitors listed as classified finishers in the heats. The points will be 1st 30, 2nd 29, 3rd 28, 4th 27 reducing by 1 point to 30th position.
- 1.8.2. From the total of the heat points the top 26 drivers will go forward to the first final. The highest point scorer on pole position. The next highest 26 drivers will have a 10 minute duration "A" repechage from which the first 4 will go forward to the rear of the first final grid. The next highest 30 drivers only will have a 10 minute duration "B" repechage from which the first 4 will go forward to the rear of the "A" repechage. The results from the first final will be the starting position for the 2nd final.
- 1.8.3. The results in the 2nd final will be the final positions at each round for the meeting awards, not the highest point's scorer.
- 1.8.4. Ties in heat points will be resolved using timed practice position.
- 1.8.5. In the case of a meeting not being completed for any reason the following will apply:
 - 1.8.5.1. If a meeting is stopped prior to the completion of the heats there will be no points or awards given for the meeting. (see 1.7.6.1)
 - 1.8.5.2. If a meeting is stopped after completion of the heats the results of the meeting will be declared on the grid positions for the first final.

If the meeting is stopped after the first final the results of the meeting will be declared on the finishing positions of that final. In either case the awards and points will be given accordingly. (see 1.7.6.2)
 - 1.8.5.3. Any refund of entry fees will only be considered if a meeting is stopped before official practice has taken place on Saturday morning. If a meeting is stopped at any time after official practice has taken place no refunds of entry fees or tyres will be given.

1.9. AWARDS

- 1.9.1.1. Per meeting. For all classes there. will be 3 trophies and prizes to the value of: 1st £100, 2nd £50, 3rd £30 for the 2nd final. These awards are meeting awards provided by the clubs and not part of the Championship prize fund.
- 1.9.1.2. Per meeting. There will be a Rookie Cup for the highest placed driver in the 2nd final in each class awarded to a driver who has not competed in Super One in previous years. There will also be a trophy for the highest placed Master in the Rotax 177 class 2nd Final. The Masters will be eligible for points within the 177 Class.
- 1.9.2. Overall Championships. The winner of each Championship will receive a Championship trophy plus the ABkC/Super One Series perpetual trophy, which will be kept until the last round of the 2012 series.

Other championship awards will be a minimum of cash or vouchers for goods from the total value of £950 for positions 1 to 15.

Should the registration in any class be less than 26 the prize money may be reduced by 50%.

Should the average entry for the year in any class be less than 21 the prizes will be reduced to 1st to 10th place.

There will also be a Series Rookie Cup for the highest placed driver from all classes awarded to a

driver who has not competed in Super One in previous years. A trophy for the highest placed Master in the Rotax 177 class will be given.

1.9.3.

The top 15 drivers only will also be seeded drivers for the 2013 series and will not have to pre-qualify, if qualification is necessary and provided the same class runs in 2013. (Subject to revised MSA Championship Regulations which will take precedence)

Any driver changing class will forfeit their seeded position with the exception of the Champion in the class, who will be given a seeded place in the class of their choice, provided they meet all the criteria for that class. They will not be able to use their Number 1 in a different class than the class that they obtained their number.

1.9.4.

The top 15 drivers in the 2012 Championships for all classes will be given their numbers accordingly to use at all equivalent meetings held at ABkC affiliated clubs until the last round of the 2013 series. (Subject to revised MSA Championship Regulations which will take precedence)

Should the average entry for the year in any class be less than 21 only numbers 1 to 10 will be awarded, in which case numbers 11 to 15 are not permitted to be used.

1.9.5.

All Championship awards and prizes may be given at a prize presentation, date and venue to be advised not later than Feb 15th 2013.

1.9.6.

All meeting awards and prizes will be given at the venues within one hour of the provisional results being posted. In the event of a provisional result not being posted by 6.00pm, the awards will be given at the meeting following publication of the final results.

1.9.6.1.

There will be an unofficial presentation for the first three finishers after each 2nd Final. All awards presented will be retained by the Super One until the official prize presentation.

1.9.7.

COMPETITORS' OBLIGATIONS

1.9.7.1.

It is mandatory for all competitors, with their parent/guardian where applicable, to attend all drivers' briefings arranged by the Clerk of the Course.

1.9.7.2.

In the case of 1.9.6. ALL competitors are obliged to collect their awards personally, in the case of 1.9.5. the first three in each class must collect their awards personally, all other competitors must collect their awards personally or nominate a third party to collect their award on their behalf. This third party shall not be a Super One Official, and shall collect the award at the prize presentation. In all cases awards not collected will be forfeit.

1.9.8.

Title to awards. In the event of any provisional result or Championship tables being revised after any provisional presentation and such revisions effect the distribution of any awards the competitors concerned must return such awards to the Super One Series in good condition within 7 days.

1.9.9.

To provide & ensure a transponder is fitted to your kart as per regulation 3.6.

1.9.10.

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.

1.9.11.

Except in Honda Cadet, competitors must purchase and fit to their kart a Go Pro Hero HD camera. The cost of the camera will be £225 + VAT and comes complete with a 16GB SD memory card, and fittings accessories. It can be purchased from JKH and can be ordered using the order form provided. Competitors should note that this is a special subsidised rate.

They may supply their own which must be the same model and specification and must notify this fact on the order form. Up to two cameras may be purchased and fitted.

The position of its fitting will be detailed in a set of final instructions to be issued prior to the start of the championship.

Except in Honda Cadet, where fitment is optional, competitors must ensure that the camera is in a

fully working condition with sufficient free space on the SD card. Recordings from the camera may be down loaded and used as evidence by the Clerk of Course, Stewards or the Motor Sports Council at any hearings that they convene.

- 1.9.12.** A driver may ask the Camera Official to download any footage before they have left parc ferme. The driver has no right to review the footage prior to any hearing.

1.10. COMPETITORS' PROMOTIONAL OBLIGATIONS

- 1.10.1.** Competitors will be required to carry sponsors' badges, which will be supplied, on their race suit
- 1.10.2.** Competitors will be required to display sponsors' stickers, which will be provided, on their karts, helmets and visors.
- 1.10.3.** Competitors must only use the official Super One Numbers on their karts.
- 1.10.4.** Competitors may be required to remove decals/stickers etc, which conflict with the series sponsors.
- 1.10.5.** Competitors will be required to participate in a Drivers' Parade at each meeting. The exact time will be announced at the meeting either via a tannoy or in the race program.
- 1.10.6.** Competitors may be required to take part in further promotional activities at the rounds or the prize giving.
- 1.10.7.** Competitors may be required to carry an onboard camera on their kart on behalf of the TV production company at any time during the meeting (U.19 applies).
- 1.10.8.** Failure to comply with any section in 1.10. will be reported to the Clerk of the Course or Championship Stewards and could result in immediate exclusion from any of the meetings, and/or forfeiture of a prize or award.
- 1.11.** COMPETITORS should note that at some circuits' caravans and motor homes might be placed in a separate area and NOT allowed in the pits. Pit space is limited and competitors must park in a sensible and orderly fashion or where instructed by the organising club or officials.

A single competitor MUST be able to fit their vehicle, awning etc within the confines of 48 sq metres, (8 x 6). BE WARNED IF YOU EXCEED THIS FIGURE YOU MAY WELL BE REFUSED ENTRY TO THE CIRCUIT, irrespective of the fact that you have an entry to the meeting. - IF IT'S TOO BIG DON'T BRING IT!!!!

If requested to move by the organising club or a Super One Official competitors will do so. Failure to move on request may result in exclusion from the meeting.

- 1.12.** Competitors are not able to enter the circuit before 1.00 pm on the Thursday prior to the meeting unless they are on the sponsors' reserved parking list.

2. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURE

- 2.1. ENTRIES** Supplementary Regulations (SR's) 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.
- 2.1.1.** 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 SR's FOR ROUNDS 1,2, & 3. 4, Rounds 5, 6 & 7 have to be paid in advance see 2.1.6. The entry form for rounds 5, 6 & 7 still have to be completed and sent to the club in the normal manner prior to the closing date.
- 2.1.2.** Entries will only be acknowledged by request provided a SAE is enclosed with the entry for that purpose.
- 2.1.3.** Only registered drivers, who have paid the last three entries fees as per 2.1.6., may enter.
- 2.1.4.** The entry fee is £160 per meeting. On line entries may be made, which include a small admin charge. Circuits will be available for practice on Saturday am at no cost.
- 2.1.5.** Entry fees for meetings 1, 2, 3 & 4 will only be refunded if withdrawn in writing prior to the closing

date. There will be no refunds in the event that a meeting is cancelled. For meetings 5, 6 & 7 there will be NO refund of entry fees under ANY circumstances.

- 2.1.6.** The entry fees for rounds 5, 6 & 7 have to be paid by March 28th at the latest. There is a form included in your pack for this purpose. You cannot participate in the series until these fees are paid in advance as instructed.
- 2.1.7.** The Super One reserve the right to refuse any competitor or entrant to enter any particular meeting if either the competitor or entrant owes any money to the Super One or other company associated with the Super One. The Super One reserve the right to refuse anybody from registering with the Series if it is thought that have brought the Sport into disrepute.
- 2.2. PRACTICE** Official practice will be the minimum period as specified in the MSA REGULATIONS.
- 2.2.1.** ALL competitors, and their equipment, are forbidden to practise or use the circuit in any type of kart on the Monday, Tuesday, Wednesday & Thursday directly prior to the meeting. Any competitor reported or deemed to have done so, by an official of the organising club or Super One Series, may be excluded from the meeting.
- 2.2.2.** Where circuits are available for use on the Friday directly prior to the meeting, competitors may 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.
- 2.2.3.** In the case of minors we require parents/guardians to seek permission from schools before absenting their children. This permission should be on the school's stationery and signed by the headmaster. Super One reserve the right to validate the authenticity of any document presented. Friday practice is NOT mandatory.
- 2.2.4.** 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. Other competitors wishing to gain access must seek permission from the chief scrutineer or his designated deputy.

Two passes per competitor will be issued at their first meeting. They will at all times remain the property of Super One, but will become the competitor's responsibility. A lost pass may be replaced by a Temporary pass. A £5 refundable deposit will be charged for this and then a charge of £5 will be made for the replacement.

Please note Temporary passes will only be valid for one meeting. The procedure will be as follows:

- 2.2.4.1.** 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. If the pass is not shown then access will not be granted.

Each driver/mechanic will make their selection of tyres and collect them from the tyre desk. Should there be a change of mind then the set drawn must be returned before the other set is taken. Karts should then be prepared for racing with competitors/mechanics making all final adjustments.

Karts may proceed onto the dummy grid (providing it is clear and ready to 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.

- 2.2.4.2.** 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.

Once again it should be emphasized that no adjustments except to tyre pressures (additional air cannot be added) will be allowed. Any infringement of this rule will result in the competitor not being allowed to compete in the timed practice or will be placed at the rear of the grid for a race.

Should a competitor wish to make further adjustments then he may return to the Pre-Race assembly area (if it is not closed), but will then be subject to the rules as detailed in 2.2.4.1 above.

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.

- 2.2.4.3.** At the end of the race the karts will be directed into a Post Race Area as detailed in 2.7.3 – 2.7.7 below.

- 2.2.4.4.** Any driver/mechanic impeding another competitor in any part of phase 2.2.4.1 or 2.2.4.2 will be reported to the Clerk of Course who will hold a hearing and may impose an appropriate penalty. It should be noted that any change to the timetable that arises for whatever reason will be advised to the competitors by tannoy or other method.

- 2.2.4.5.** 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.

Competitors will be either in the Pre-Race assembly area or will return there from the Dummy Grid. A new race time will be announced and the procedure as per 2.2.4.1 and 2.2.4.2 will be followed.

It should be emphasized that if the meeting is running as an Open Meeting then no additional time will be allowed. Only one kart is allowed in the Parc Ferme area.

2.3. GRID POSITIONS

- 2.3.1.** The maximum grid will not exceed 30 for the final and 30 for the heats.

- 2.3.2.** The grid positions for both heats will be decided by the timed practice results.

- 2.3.2.1.** Timed practice will be for all classes, and will be in 10-minute sessions (Depending on the number of entries), each driver will take part in one of these sessions.

- 2.3.2.2.** Timed practice sessions will be decided by receipt of entry.

- 2.3.2.3.** Each session will be ten minutes.

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 ten 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.

- 2.3.2.4.** On leaving the circuit from the timed practice session, all drivers MUST report to scrutineering and weighing area.
- 2.3.2.5.** Any driver missing his/her timed practice will not be allowed to take part in timed practice. It is the driver's responsibility to present themselves and their equipment on the grid for their timed practice at the correct time.
- 2.3.2.6.** Any driver considered to be baulking or blocking another driver may be penalised.
- 2.3.2.7.** The timed practice results order will decide the grid positions for the two heats.

Each driver's quickest single lap only to count.

The quickest lap takes pole position. In case of a tie the second quickest lap will be taken to resolve the tie and then the third lap etc.

If there is more than one session and the fastest time achieved in the slowest session is not more than 101% of the fastest time achieved in the faster session then the classification will be determined by the order of the fastest times achieved by each driver.

If there is more than one session and the fastest time achieved in the slowest session is more than 101% of the fastest time achieved in the faster session then first place goes to the fastest driver in the faster session (fastest time overall), 2nd place goes to the fastest in the second fastest session, 3rd place to the fastest in the third session if there is one, or to the second fastest in the fastest session and so on to determine the combined results order.

- 2.3.2.8.** The timed practice session has a similar status as a race and therefore Championship Regulation 5.1.1 will apply. Similarly, because of this status the Regulation C3.3 in the 2012 MSA Yearbook will not apply.

2.4. RACES

- 2.4.1.** Each driver will have two heats of 10 minutes duration plus 1 lap. There will be a repechage of 10 minutes duration plus 1 lap; this will only be run for a minimum of 10 drivers. There will be two finals of 15-minute duration plus 1 lap.
- 2.4.2.** 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.

2.5. STARTS

- 2.5.1.** Will be as MSA specific karting regulations U7.7 to U7.8.3. 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.
- 2.5.2.** To be classified as a starter a driver must leave the dummy grid and cross the fail line under his own power when the signal to start is given.

2.6. RACE STOPS

- 2.6.1.** Will be as MSA specific karting regulations U7.9 to U7.10.3 inclusive.
- 2.6.2.** If the race is re-started, any driver not taking their grid position when requested to do so, shall start from the back of the grid.

2.7. SCRUTINEERING

- 2.7.1.** Pre-race. Scrutineering will take place on Saturday, as per Clubs SR's. Anybody wishing to scrutineer alternative equipment may do so prior to his or her timed practice.
- 2.7.2.** ALL competitors will be given a scrutineering card, which they have SOLE responsibility to fill in correctly and hand to the scrutineer at pre race scrutineering. This card must contain the following

information: Drivers name, class and race number. The chassis/chassis's unique number/numbers as MSA U16.5.1, and the chassis manufacturer. Each engine's unique number and the manufacturer and model number.

Where MSA seals are used to seal both chassis & engines, the seal numbers must be written alongside the individual engine and chassis numbers on the scrutineering card, and must be correct.

The card must be signed by the driver and in the case of drivers under 18 also their entrant. It is stressed once more that both the completion and handing in of this card is the SOLE responsibility of the competitor.

These cards will be the only method used to check that each competitor is using at all times the equipment declared and presented by him/her at pre race scrutineering.

Paint used at pre race scrutineering is to identify that equipment has passed scrutineering.

It is also the competitor's responsibility to ensure that both the chassis and engines are marked in this manner by the scrutineer at pre race scrutineering.

This paint is only a general marking of scrutineered equipment and only the scrutineering card identifies competitor's individual equipment.

At any post race scrutineering the chassis, engine numbers and any MSA seal numbers must be those stated on the scrutineering card and the chassis and engines must also have the general scrutineering paint in place, if used.

The official tyre markings must also be in place on each tyre these may be augmented or replaced by registering the bar code numbers.

Should it be found that the chassis, engines or seals do not comply with the above requirements, or that the tyre markings or bar codes, are missing or incorrect, it will be considered to be a matter of fact for which there will be no appeal. The Clerk of the Course will hold a hearing and the minimum penalty may be exclusion from that race or timed practice session. In the case of the minimum penalty the provisions of C3.5.1 would not apply.

2.7.3. Post Race Scrutineering will take place after timed practice, heats and finals and all results are deemed provisional until all karts are released by the Series Scrutineer, or any person designated to do so in his absence, and/or after completion of any Judicial or Technical procedures, including the testing of fuel, checking of engines and tyres which may take several days.

2.7.4. After timed practice or any race all drivers must go to the Parc Ferme area as per MSA U8.1 & U8.1.1. 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 Series 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 entrant satisfy himself or herself that this permission has been given.

Any driver or kart leaving this area without permission ay be excluded from the meeting.

2.7.5. No person or persons, other than the driver may enter the weighing/scrutineering area, until instructed to do so by a scrutineer. Failure to comply could result in judicial action being taken against their driver.

2.7.6. Engines or chassis may be sealed at any time, and you may be requested to fit special nuts to your equipment for this purpose. This does not preclude the Scrutineer's right to fully dismantle the engine or components if required.

2.7.7. Any time during the meeting you may be requested by the Eligibility Scrutineer to remove any component from your engine or kart, which will be sealed and held by the scrutineer, and replace it with a standard homologated unit, that will be given to you by the scrutineer, for use for the remainder of the meeting. The said unit is to be returned in good working order at the finish of the meeting, when your unit will be returned, unless it is impounded by the scrutineer for testing.

2.8. RESULTS Will be in accordance with the 2012 MSA Yearbook.

3. TECHNICAL REGULATIONS

3.1. MSA 2012 Specific karting technical regulations Section U, as contained in the MSA Kart Race Yearbook, including the ABkC regulations contained therein, and any amendments issued by the MSA or ABkC, will apply with the following additions or exceptions.

3.2. TYRES

3.2.1. GENERAL One set slick tyres and two sets of wet tyres (see 3.2.5 below) only will be allowed for racing per competitor per round, plus one extra front and one extra rear of each type, these extra tyres may only be allowed at the discretion of the Series scrutineer if in his opinion either one front or one rear tyre is damaged and un-safe to 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 tyre will be allowed after the kart has returned to the parc-ferme area. It should be noted that these tyres may not be used during free practice or warm up sessions.

At Round one 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 (Honda at rounds 3, 5, & 7) a set of slick tyres will be made available to each competitor entered.

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, even if the competitor fails to attend a particular meeting that he/she is registered. In this latter case competitors are reminder of regulation 2.1.7. Tyres must be ordered from JKH. Tel: 01928 740090 Fax: 01928 740091 or email: johnhoylejkh1@btinternet.com and 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. 2 x Tyre holders must be pre ordered from JKH for 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 £40 + vat for a replacement.

3.2.2. SLICK TYRES Only one set is allowed per competitor.

3.2.3. For all Rotax classes it is mandatory at every round to purchase a set of new slick tyres as per 3.2.1.

For Honda Cadet it is mandatory to purchase a set of new slicks at meetings 1,3,5&7. At the end of these meeting the competitor will go to JKH and have then sealed (as per the procedure for wets – see 3.2.5.). they will then be taken away by JKH and returned at the following meeting for use at that meeting (i.e. Meetings 2,4,& 6. The competitor must be satisfied that the tyres have been correctly bagged and also be satisfied that they have not been tampered in between meetings.

3.2.4. All tyres will be marked at each round, and every competitor will draw by random for their set of slick tyres.

It is the competitor's responsibility to make sure tyres are marked when issued at each round and that the marks are in place at all times during the meeting (See 2.7.2).

3.2.5. 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 replace the first set, once the first set is replaced the first

set can not be used in the Championship again. This set must be pre ordered (see 3.2.1) 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.

All tyres will be marked at each round, and every competitor will draw by random for their set of wets.

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.

3.2.6. Competitors must remove all their tyres and fuel cans from each circuit at the end of a meeting. Should any be left behind they will be identified and any charges incurred for their disposal will be reimbursed from the competitor.

3.2.7. For all classes a parc-ferme system will be used for slick tyres as well as wet tyres. At no time are competitors' tyres to go outside the parc-ferme except when going to the dummy grid, on to the circuit, or returning directly from the circuit or scrutineering area.

3.2.8. **FOR ALL CLASSES.** The only tyres allowed are the ABkC Class nominated tyres as shown in the MSA Kart Race Yearbook 2012.

3.2.9. Approved tyre compounds will be lodged with the MSA for comparison purposes. Should any dispute over tyres arise, a competitor's tyres may be taken for analysis and if proven to be illegal that competitor will pay for the cost of the analysis.

Any tyre testing done at the circuit is not the definitive test merely an indicator to proceed with tyre analysis, which will be carried out at a MSA, approved laboratory.

3.2.10. A photo-ionization detector (PID) may be used for testing for chemical treatment of tyres. A reading greater than 3ppm, with the sampling probe within 5mm of any part of the tyre or tread, and where the reading is at least 50% greater than the average readings found on tyres from other competitors in the race, will be deemed evidence of chemical treatment as per MSA Competitors Yearbook regulation U16.9.6 & U16.9.7.

If chemical treatment of tyres is established before the race, using the above technique or any other, the competitor will not be allowed to race as chemically treated tyres may constitute a safety risk and contravenes U16.9.6 & U16.9.7.

3.2.11. Competitors' control tyres may only be used for timed qualifying, heats and finals and may not be used during practice and warm up practice.

3.3. CHASSIS

3.3.1. All classes will only be allowed one chassis however, if damage occurs to the chassis, which has

been scrutineered for the meeting, if in the opinion of the scrutineer it is not practical to repair in time, one alternative chassis of the same make and type may be scrutineered in order to continue the meeting.

3.4. ENGINES

3.4.1. Only two engines are allowed.

Engines may not be started in the pits at any circuit. Should a Driver/Entrant wish to start their engine it may only be done under the supervision of the Scrutineers and then only in a designated area.

Due to noise problems some circuits may not have such an area. Any Driver/Entrant starting their engine without the above permission will be reported to the clerk of course who may exclude them from the meeting or penalise them.

3.5. FUEL & FLUIDS

For all classes the only petrol allowed to be used during racing will be that petrol nominated by the Super One or the ABkC and supplied by WP Motorsport. This will be WP Motorsport Fuel Kart12. MSA regulation U4.1 to U4.2.1 applies.

The only addition to fuel in the Rotax classes where the only oil permitted is the BRP Rotax XPS Kart 2-stroke

Testing of fuel will be carried out by WP Motorsport in accordance with D34.3.

If you have fuel samples taken for further analysis of additives (including oil), you will be required to make a written declaration to the scrutineer stating the make and type of oil that you have used in your petrol, and the ratio mix.

If your samples do not conform to your written declaration you will be excluded from the meeting and reported to the MSA and ABkC. .

A minimum of three litres to be available is recommended (U.16.18) but a minimum of 1.3 litres is mandatory to allow for comparison testing and/or analysis of additives (including oil).

The testing of fluids other than fuel will be carried out by taking three samples, each of equal volume, and labelled and sealed. One sample will be tested by an MSA approved official using approved test equipment in accordance with MSA approved procedures. The principles applied to the testing of fuel samples in D.34.3.2 to 34.7. will be followed as appropriate for the testing of such other vehicle fluids.

3.6. COSTS Competitors should be aware of MSA regulations D25.1.11. and C5.3.3. 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 tests or eligibility procedures.

Failure to pay these costs will result in exclusion from any further Super One Series meetings and may result in being excluded from any meeting organised by a club, which is a member of the ABkC.

3.7. TRANSPONDERS. All karts must be fitted with a TranX160 transponder provided by the driver/entrant. This must be fitted in accordance with 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 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 lap scored, 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.

4. JUDICIAL PROCEDURES will be in accordance with the 2012 MSA Yearbook.

4.1. PENALTIES Will be as per MSA section C and specific penalties shown in these regulations.

4.1.1. The Championship Stewards may impose exclusion from the Championship or other appropriate penalties on drivers and entrants found to have transgressed the Sporting or Technical Regulations or to have behaved, on or off the track, in a manner likely to bring the Championship into disrepute. This will apply to either the Friday free practice or the meeting.

4.1.2. Time penalties of up to 30 seconds, or one lap, may be applied if a driver is deemed to have gained an unfair advantage.

5. CHAMPIONSHIP AND ROUND PENALTIES

5.1. INFRINGEMENT OF TECHNICAL REGULATIONS

5.1.1. Arising from post race or post timed practice scrutineering or Judicial Action, maximum action, the provisions of MSA regulations C3.5.1 a & b. This shall not apply in the case of drivers being underweight or in the case of a technical infringement due to an incident during a race, such as an Air box, exhaust etc. falling off. The penalty for these types of infringements, shall be exclusion from the race, with the exception that in the Repechage the driver will still receive 9 points, and in either Final the driver will still receive 18 points both being the equivalent points to last position of a full grid.

5.1.1.1. Except for Honda it will be compulsory that the Uni Logger system is used by all classes and must be fitted in the correct manner.

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 £150.00p + 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 £120.00p + VAT) which must be maintained in full working order.

From the information gathered from the Uni Logger any anomalies or non-permitted settings will be reported to the Technical Commissioner or eligibility scrutineer. After the evidence has been seen he may issue a non compliance document that will then be 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 minimum penalty will be exclusion from the Timed Qualifying, Heat, or Final.

5.1.2. Infringement of non-technical MSA regulations and the Sporting regulations issued herewith and individual SR's, as per MSA 2012 Judicial Procedure Regulations or penalties as shown in these regulations.

5.1.3. If a competitor can demonstrate that they have established an undisputable position within the championship before the last round (i.e. a position unaffected by the results of the final round) then the following will apply to that competitor only at the final round:

- a) Championship Regulation 1.7.3 will not apply
- b) MSA Regulation C3.5.1 will not apply
- c) A competitor may still be excluded from the meeting for technical or non technical offences, but may count it as their dropped round.