

SPORTING REGULATIONS GENERAL

1. TITLE: THE SUPER ONE 'O' Plate. 19 & 20 September 2020

- 1.1. The 'O' Plate will be for the following established kart race classes: Formula Rotax Max, Rotax Junior Max and Rotax Mini Max, Rotax Max 177, Bambino IAME, Bambino C50, Honda Cadet, Mini ROK, Junior ROK, Senior ROK, Master ROK at Rowrah.

For the avoidance of doubt Super One Series Limited does not claim any right in the above names or styles and acknowledges that it does not claim any copyright howsoever related to them and uses them and / or any reference to their related technical Regulations purely for descriptive related purposes necessary for these sporting and technical regulations.

1.2. JURISDICTION AND GENERAL MATTERS

The 'O' Plate is organised and administered by the SUPER ONE SERIES LIMITED (hereinafter referred to as Super One BKC in accordance with these regulations. It is the competitors' responsibility to ensure they have all Championship publications and have read them thoroughly, including the supplementary regulations for each circuit. All drivers and their parent / guardian must carefully read, understand and sign the indemnity accepting the risks of motorsport. They must explain these risks and undertakings to anyone involved with their entry, e.g. a mechanic.

The driver, parent or guardian, mechanic, or anyone associated with the driver found to be using abusive language, threatening behaviour or abuse of any other person will have their entry cancelled without refund and have to leave the circuit without return. The promoter will consider in its entire discretion whether that person or any person connected with the affected entry may attend any future event.

The Series strongly advises all participants to take out Personal Accident insurance.

It is expected that all competitors and their support personnel will adhere to the spirit of the regulations, they are not the basis of reading between the lines to find loopholes.

The Race Director or deputy, or Chief or Eligibility Scrutineer will make timely decisions and resolve disputes which will not be appealable.

No expressed or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the Championship classes and are in no way a guarantee of warranty against death or injury to participants, spectators or others. By entering the Championship and signing on at event(s) the participants recognise that kart racing as a form of motor racing may be dangerous.

1.3. OFFICIALS

- 1.3.1. Co-ordinator: Miss Emilia Hoyle
- 1.3.2. Eligibility Scrutineer: Mr Paul Klaassen and / or Mr Gary Walker
- 1.3.3. Championship Stewards: tba
- 1.3.4. The Championship Race Directors are: David Tanswell. Darren McComb
- 1.3.5. Child Safeguarding Officer is Mrs Liz Hoyle

1.4. COMPETITOR ELIGIBILITY

- 1.4.1. Competitors under the age of 18 must be accompanied by a parent or guardian who MUST sign on as Entrant of that competitor. That person must remain at the event throughout. If the legal guardian or parent of the driver is not present then a signed letter assigning responsibility to another (who must be aged over 18 and produce suitable government form evidence of identity must be presented)
- 1.4.2. Drivers and Entrant/Drivers must be a competent kart driver. Examples of acceptable competence are given below. Competitors must understand the meaning of all flag signals and obey them at all time. These can be found in **Appendix 3: Flag Signals**

1.4.3 ALL ENTRIES:

All entries will be online via the Super One Series website.
The fee for the weekend will be £180.
Tyres should be ordered and paid for online 1 week prior to the meeting.

1.5. Ages and Class Weights:

Class	Age range	Class Weight Kg
Bambino C50	6-8 (not turned 9)	69
Bambino IAME	6-8 (not turned 9)	78
Honda Cadet	8 – 12 (Not turned 13)	103
Rotax MiniMax	12 th year to 15+	135
Rotax Junior Max	13 th year to 16+	148
Senior Rotax Max	After 15 th birthday	162
Rotax Max 177	After 15 th birthday	177 Driver 80KG
MiniROK	8 -13+(not turned 14)	110
Junior ROK	11 – 16 (not turned)	145
Senior ROK	After 15 th birthday	160
Master ROK	After 32 nd birthday	177 or Driver 85+

+ means to end of year of the stated birthday.

Class weight is with kart and driver complete with all racewear as used in the race or session. Driver weight is taken with racesuit, helmet, boots, gloves, but not including any chest or rib protector. The carrying of ballast on the person is prohibited. Proof of age must be produced on request at signing on e.g. a birth certificate or driving licence code. Any driver believed to be under the influence of drugs or alcohol will not be permitted to race, and by signing on agree to tests being made.

1.6. O PLATE

The Open Championship will be contested over 1 meeting on the results of the A Final:

Date	Venue	Classes
19/20 September 2020	Rowrah	Bambino C50, Bambino IAME, Honda Cadet, Mini ROK, Junior ROK, Senior ROK, Master ROK, Mini Max Junior Max, Senior MAX, 177 MAX

1.7. SCORING FOR THE O PLATE

- 17.1. All Drivers will have Timed Qualifying, 3 heats and a Final.
Points will be awarded to competitors listed as classified finishers in the heats and finals as follows:
Heats - 1st 0, 2nd 2, 3rd 3, 4th 4 reducing by 1 point to 34th position. Non starters in the heats will be given one point more than the size of the largest starting heat grid in that class, allocated in grid order if more than one.

Time qualifying results will determine the grid positions for all 3 heats.

Tie breakers for Final grid position will be drivers Qualifying position from Timed Qualifying.
There will be no points for Qualifying.

1.8. AWARDS

- 1.8.1.1. There will be trophies are awarded for Sunday A Final. For all classes there will be 3 trophies if there is a minimum of 10 entries.

- 1.8.1.2. Definition of a team: A commercial race company or racing team whether registered as of limited liability or any other style or type of legal person / entity in any jurisdiction hosting drivers in providing race services or covered accommodation in for the purposes of the Championship. A team or commercial company is further defined as a group or individual who are hosting the driver to make commercial or financial gain where the principals are not also the PG Entrant

licence holders of all the drivers entered in the championship. A team must have appropriate public liability insurance not less than £1m per claim and produce evidence of this on demand of the Super One.

1.9. Entertainment Tax Liability

In accordance with current government legislation, the Super One Series are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that as the organiser, the Super One Series is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 & Fax: 0151 472 6483.

1.9.1. COMPETITORS' OBLIGATIONS

1.9.2. It is mandatory for all competitors, (and reminded that if a minor they must be accompanied by the parent / appointed legal guardian) to attend all drivers' briefings arranged by the Race Director.

1.9.3. 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.

1.9.4. 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.

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

1.9.6. In order to qualify for both meeting points and Championship points each competitor 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.

2. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURE

2.1. ENTRIES Supplementary Regulations (SR's) emailed to all entered drivers in sufficient time for entries to be made prior to the closing dates and are available on the Super One Series website. It is the competitor's responsibility to have read them thoroughly.

2.1.1. Competitors are responsible for entering the race and ordering tyres online 2 weeks prior to the event.

2.1.2. Entries will only be acknowledged by email after entering online.

2.1.3. Flag signals on track as per Appendix 3

2.1.4. The entry fee is £180 per weekend (Saturday & Sunday). All entries must be made online.

2.1.5. No Refunds for entries are given for any reason. If the Event is cancelled for reasons beyond the reasonable control of the organisers then no refunds of any entry fee are payable.

2.1.6. The Championship Organisers reserve the right to refuse any competitor to enter any particular meeting if the competitor 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.
The Super One has the right to refuse anybody or any Team from entry to the event.

2.2. PRACTICE Official practice will be at least 3 laps but it is the intention to give 1 or 2 sessions of a minimum of 8 minutes per class at the start of each round day.

- 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 and Thursday and only on Friday if the circuit is offering official practice for the Series. 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. INCIDENT MARSHALS, BREAKDOWNS & REPAIRS:** Additional incident officials (pushers) are not normally permitted on the circuit. Only if the Race Director requests such they may be allowed on the circuit for Bambino, Cadet or junior races at the discretion of the Race Director, provided that they have signed on, have attended a briefing session, and are wearing a high visibility vest. Note that marshals are instructed to remain in their posts during racing or practice and it is the competitor's responsibility if able and safe to do so to remove their kart to a place of safety, otherwise the Race Director or their deputy will make suitable arrangements, at all times ensuring the safety of the driver and officials. It is not permitted to make or attempt repairs on the circuit. Note that some circuits have a pit repair area which will be designated in the drivers briefing.
- 2.2.3. SIGNALLING:** No signals may be exchanged, offered or made between spectators, mechanics, team members and a driver on track, or vice versa.
- 2.2.4.** Parc Ferme/Closed Grid System – A Closed Grid system will operate for Timed qualifying 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.
- 2.2.4.1.** Approximately 15 minutes prior to a timed qualifying/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. Mechanics supporting one or more drivers is permitted (only one mechanic per kart)
- Each driver/mechanic will make their selection of tyres and collect them from the tyre par femme. 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 and the tyre distribution 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 qualifying/or will be placed at the rear of the grid for a race. If more than 1 driver does not make the gate they will be placed at the rear of the grid in order of TQ result. No additional alterations may be made to the kart except to fit the tyres.
- 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 qualifying 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 qualifying/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 Race Directors 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 choice. The Race Director will make a decision on how long is permitted and advise all competitors for the race of his decision and the revised time of race start.

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 34 for timed qualifying or race sessions.

2.3.2. The grid positions for the Final 1 will be decided by the timed qualifying results, see 2.3.2.7.

2.3.2.1. Timed qualifying ("TQ") will be for all classes and will be in 5-minute sessions (Depending on the number of entries), each driver will take part in one of these sessions.

2.3.2.2. Timed qualifying sessions will be decided computer system which is random

2.3.2.3. Each session will be five minutes.

All drivers in the session must start their timed laps from the session start and may do as many laps as they wish in the five-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 qualifying session, all drivers MUST report to scrutineering and weighing area.

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

2.3.2.6. Any driver considered to be baulking or blocking another driver may be penalised. A driver who consistently places their kart on a line that is not that recognised as the racing line, in an effort to prevent being overtaken, may be warned as to their unsporting conduct and should they continue they may be given a 5 place penalty. Lap times may be taken into consideration.

2.3.2.7. The timed qualifying results order will decide the grid positions for the 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. Championship Regulation 5.1.1 will apply to all TQ.

2.4. RACES

2.4.1. There will be three heats of 8/10-minute duration plus 1 lap. There will be one Final of 10/12 minute duration plus 1 lap.

2.4.2. Race 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. Starts will be rolling starts except for Honda Cadet and Bambino which will have standing starts. 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 red light going out to indicate the start of the race. Penalties may be issued for any driver who has a jump start or false start, the Race Director's decision is final. 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. Tyre warming is not permitted on the dummy grid. Weaving to promote tyre warming on formation laps is prohibited.

2.5.2. To be classified as a finisher the kart must cross the start line at the start of the race under their own power.

2.5.3 Unless otherwise indicated by bulletin race starts will be rolling starts except for Honda Cadet which will be a standing start.

2.6. RACE STOPS

2.6.1. If the race is stopped with a red flag, the karts will slow, stop racing, and proceed to the start line unless otherwise indicated, and stop. The karts may not be worked on, unless with Race Director's permission taken to scrutineering and only if permission is given can re-join the race from the back. Drivers involved in the red flag incident may only re-start if the Race Directors gives permission, and then only from the back, and behind any drivers who have had to repair karts. In which case the kart must be re-scrutineered and medical permission given.

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. All competitors must complete a scrutineering form before they enter the track for practice or race. You must complete all items on the form and certify the kart is safe and maintained throughout the duration of the event.

2.7.2. ALL competitors will be sent a link to complete online race scrutineering, which they have SOLE responsibility to fill in correctly and submit pre-race scrutineering information. This form must contain the following information: Drivers name, class and race number. The chassis unique number / numbers, and the chassis manufacturer. Each engine's unique number and the manufacturer and model number.

Where 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 scrutineering information 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 submitting in of this information is the SOLE responsibility of the competitor.

It is the driver entrant's responsibility to present your kart and certify all items on your form have been competed, verified and will be maintained throughout the duration of the event, at all times.

These forms 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.

At any post race scrutineering the chassis, engine numbers and any 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.

Tyres will be barcoded or may be marked with paint pens.

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. It is the responsibility of the competitor to ensure that a seal or mark is not missing or damaged. No seal can be replaced if the kart has left parc ferme. The Race Director will hold a hearing and the minimum penalty may be exclusion from that race or timed qualifying session.

2.7.3. Post Race Scrutineering will take place after timed qualifying 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 qualifying or any race all drivers must go to the Parc Ferme area. 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.

The minimum penalty for any driver or kart leaving this area without permission will be exclusion from the race/timed qualifying.

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, including any engine or exhaust restrictor, 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.

2.7.8 ROK class claim rules are detailed in Appendix 1. Claims must be made before the end of scrutineering or by Super One BKC Official at any time.

2.8. **RESULTS** Will be in accordance promulgated and any protests or appeals must be made in writing to the Secretary of the meeting within 30 minutes of their publication.

3. TECHNICAL REGULATIONS

3.1. For Bambino IAME, Bambino C50, Honda Cadet, and Rotax classes the class technical regulations will mirror those in the 2020 Motorsport UK Karting UK Yearbook© and for ROK classes as per these regulations linked here:

http://www.vortex-rok.com/Italy_championship_regolamenti.php?anno=2020&n=Italy

For other regulations such as bodywork, bumpers, wheels, chainguards etc the regulations mirror those in the 2020 Motorsport UK Yearbook Section U©.

The CIK-FIA homologated detachable front fairing mounting kit is mandatory.

Engine Fiche as published on the Motorsport UK website karting section©.

Weights as in 1.5

The Chief Scrutineer and Race Director's interpretation of these regulations is final and cannot be queried or appealed.

3.2. TYRES

3.2.1. GENERAL One set of slick tyres and two sets of wet tyres (see 3.2.5 below) only will be allowed for racing per competitor, 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 insure wheels, tyres and tyre holders against lost or damage. Wheels, tyres and holders are left at the competitors own risk.

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 race tyres may not be used during free practice or warm up sessions.

One a set of slick tyres, a set of wet tyres for the weekend (if ordered – see below) will be made available to each competitor entered. These tyres must be used for Saturday and Sunday timed qualifying and races.

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 on the website. Any Queries contact Tel: 01928 740090 or email: johnhoyle@me.com

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 O Plate, it will be the competitor's responsibility to ensure they have a set in parc ferme. Failure to do so will result in a competitor being charged £60 inc vat for a replacement.

3.2.2. SLICK TYRES

3.2.3. For all classes it is mandatory to purchase a set of new slick tyres as per 3.2.1. When the meeting is declared DRY, slicks must be used, if OPEN then either slicks or wets may be used. Slicks can not be used if the meeting is declared WET.

3.2.4. All tyres will be barcoded (or Marked) at each weekend meeting, and every competitor will receive a random 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).

Only slick tyres purchased from JKH and obtained from within the parc ferme will be allowed to be used during the meeting.

Race tyres must not be used for practice, only TQ heats and finals.

Only slick tyres purchased from JKH and ordered online within the parc ferme will be allowed to be used during the meeting.

Bambino C50 ONLY – All Weather tyres

3.2.5. WET TYRES. All competitors will be required to purchase a new set of wet tyres from JKH online via the entry system or can use bagged and sealed wet tyres from Super One BKC 2020 Championship. Only if the meeting is declared OPEN or WET may wets be used, if the meeting is declared wet only wet tyres may be used.

All tyres will be barcoded, and every competitor will be supplied a random selected set. You may mount the tyres on wheels, but at no time may the tyres leave parc ferme, other than going to the dummy grid and then onto the circuit to take part in either timed qualifying or a race and then directly return to parc ferme,

All rules that apply to the slick tyres re parc ferme will also apply to the wet tyres.

If you return your wet tyres in a sealed bag to the parc ferme without it having been tampered with in any way, and if the scrutineer or tyre official is happy that the bag has not been opened or tampered with in any way, you may use the same set of wets tyres used in the Super One BKC 2020 Championship at the O Plate meeting . Bambino C50 may bring their own tyres and have one set barcoded for the weekend, these will stay in parc ferme conditions all weekend.

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.

Only wet tyres purchased from JKH and obtained from within the parc ferme will be allowed to be used during timed qualifying and racing. (This does not apply to C50 Bambinos).

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 (or all weather tyres for Bambino C50). 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. CLASS TYRES.

The only tyres to be used in each class are listed below, mandated by the Super One.
Rotax Mini Max, Junior Max D2 slick, Senior Rotax Senior, 177 D5 All Rotax Classes W5 wets.
For Honda Cadet Dunlop SL3 Slicks and Dunlop KT3 Wets
ROK classes the tyres are Bridgestone YJL (Mini ROK), YLR (Junior ROK, Senior ROK) slick and Bridgestone YFD (Mini ROK) YLP (Junior ROK, Senior ROK) wets.
Comer C50 Le-Cont all weather MSA04.
IAME M1 class Heidenau T-Race UK Green Slicks, Heidenau WH1 UK wets.

3.2.9. At any time tyres may be tested by the Super One for conformity and their decision is final.

3.2.10. A photo-ionization detector (PID) may be used for comparison testing for chemical treatment of tyres. A reading greater than 2ppm, 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 a similar sample of tyres from the spare pool held by the organisers will be deemed illegal.

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.

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.

3.2.12. It is the competitor's responsibility to insure wheels tyres and tyre holders against loss or damage. Wheels and tyres are left in storage at the competitor's own risk, Super One Series is not responsible for lost or damage.

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 or safe to repair in time at that meeting, one alternative chassis of the same make and type may be scrutineered in order to continue the meeting.

Mini ROK Chassis minimum wheel base 885mm maximum wheel base 955mm Axle minimum 25mm solid Maximum 30mm x 4.9mm minimum wall thickness made from magnetic steel.

3.3.2 BALLAST: Ballast may be added to the kart chassis or seat to attain the minimum class weight. There must be at least two bolt fixings, or three if straddled on a triangular seat stay. The maximum per fixing is 5kg.

3.4. ENGINES

3.4.1. Only two engines are allowed to be scrutineered.

Engines may only be started in the pits if the circuit permits starting in a designated area. 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 Race Director who may exclude them from the meeting or penalise them in accordance with these Regulations.

ROK Spark Plug. The only spark plugs permitted are shown below; they must be unmodified and as supplied by the manufacturer, with sealing washer in place unless a temperature sensor is fitted. Permitted spark plugs:

MINI ROK

NGK: B9EG, B10EG, BR8EG, BR9EG, BR10EG, BR9EIX, BR10EIX. DENSO: IW24, IW27, IW29, IW31

ROK GP NGK: B9EG, B10EG, BR9EG, BR10EG, BR9EIX, BR10EIX. DENSO: IW27, IW29, IW31

ROK Original Battery boxes must be used. The battery must have the class and kart number marked on it.

3.5. FUEL & FLUIDS

For all classes the only petrol allowed to be used during racing will be that petrol nominated by the championship organisers from a nominated petrol pump at a designated local service station. The entrant must obtain a receipt from the designated service station dated no earlier than the Thursday preceding the meeting. The receipt must be shown on request of the Technical Commissioner, the Eligibility Scrutineer or the Chief Scrutineer or the fuel official.

Competitors will be required to state the make and type of oil used in the fuel, and the mix ratio on their scrutineering card. A sample of the oil may also be required.

ROK Classes will only be permitted to use Eni Kart 2T Gold Bottle Oil. Mini ROK 3% ROK GP 4% mixture ratio.

Any fuel testing done at the circuit is deemed to be the definitive test.

If you have fuel samples taken for further analysis of additives (including oil) or for comparison testing, 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 or are found to be ineligible you will be excluded from the meeting and may not be permitted to enter any further Super One BKC events. If proven to be ineligible that competitor will pay for the cost of the tests and all costs incurred on the indemnity basis as a contract debt.

A minimum of three litres to be available is recommended 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 using Super One BKC approved test equipment.

3.5.1 Any time during the meeting you may be requested by the Eligibility Scrutineer to replace under supervision the fuel in the kart with fuel that will be given to you by the scrutineer, for use for the

remainder of the meeting. The cost of this fuel is to be paid by the competitor prior to their next race.

3.5.2 Any time during the meeting you may be requested by the Eligibility Scrutineer to replace under supervision the oil in the engine with oil that will be given to you by the scrutineer, for use for the remainder of the meeting. The cost of this oil is to be paid by the competitor prior to their next race. You may provide a sealed bottle of the oil marked on your scrutineering card.

3.5.2 The only oil that may be used in the Honda Engines sump is Joe Gibbs KRT, no additives of any kind may be added to the sump oil or the designated pump fuel. No oil to be added to the designated

3.5.3 The Only Oil to be used in the fuel mixture for all ROK Classes is ENI 2T Gold Bottle Oil

3.6. COSTS Competitors should be aware that deposits will be taken in advance for 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 championship meetings by Super One BKC

It is the competitor's responsibility to cover the costs of any rebuilds, damage or work to be carried out after scrutineering checks.

3.7. TRANSPONDERS & RADIO COMMUNICATIONS. All karts must be fitted with a TAG Heuer transponder provided by the driver/entrant. The fitting regulations mirror those in the Motorsport UK Karting UK Yearbook Appendix 4©.

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.

No radio communication is permitted to or from the kart or driver unless under the control of the organiser, except for satellite positioning systems for datalogging purposes.

The lap scoring and timing areas are out of bounds to all except signed on officials.

3.8. RACEWEAR. At all times whilst on track drivers must wear racesuits, helmets, boots that cover the ankles and suitable gloves. All race clothing should be designed and suitable for competition use in good condition. Personal protective equipment is the responsibility of the competitor.

Helmets will be full face and should comply with one or more of the following.

FIA 8860-2004, FIA 8859
SNELL SA2005, Snell SA2010, Snell SAH2010, Snell SA2015
SFI Foundation 31.1A, 31.2A
BS6658 Type A/FR
ECE22.05 ACU Gold Sticker approved
SNELL- K98, K2005, K2010, K2015
SNELL – FIA CMR2007^
SNELL – FIA CMR2016^
SNELL – FIA CMS2007^
SNELL – FIA CMS2016^

^Mandatory for all under 15 years of age

Competitors should note that the expiry dates of crash helmets may be observed.

Racesuits must have CIK homologation and be either Level 1 or Level 2 marked on the collar.

4. JUDICIAL PROCEDURES will be as detailed in Appendix 1

4.1.1. ROUNDS: In accordance the summary of mandatory penalties as appended to these regulations as Appendix 2.

4.1.2. CHAMPIONSHIP: In accordance the summary of mandatory penalties as appended to these regulations as Appendix 2.

4.1.3. By registering for the championship or competing as a guest all competitors, and their associates, commit to the Super One Series Code of Conduct published from time to time.

4.1.4 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.

5. CHAMPIONSHIP AND ROUND PENALTIES

5.1. INFRINGEMENT OF TECHNICAL REGULATIONS

5.1.1. The minimum action resulting from infringement of technical regulations arising from post race scrutineering or Judicial Action will be exclusion from the race or timed qualifying session, and the maximum action will be exclusion from the meeting. This shall not apply in the case of drivers being underweight. The penalty for this infringement, 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 28 points both being the equivalent points to last position of a full grid.

5.1.1.1 At the end of any race In the case of a technical infringement arising from post race scrutineering due to an incident during a race, such as an Air box, exhaust etc. loose or falling off, which if seen during the race would normally have resulted in the competitor being given the mechanical failure flag, or where the driver is given the flag too late for them to leave the circuit before the end of the race, the competitor will be placed in a position in the results behind the last driver completing the race. If more than one driver is affected they will be recorded in the order that they started the race; ie the highest on the starting grid will get the first place behind the finishing drivers.

Competitors are reminded that failure to comply with a technical flag will be at minimum be exclusion from the race.

5.1.1.2. For clutched classes a Uni Logger system may be fitted if requested by the Chief Scrutineer at any time and must be fitted in the correct manner.

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 Race Director.

The Race Director 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 or Final.

5.1.2. Infringement of non-technical regulations and the Sporting regulations issued herewith and individual SR's, or penalties as shown in these regulations as per Article 4.

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) A competitor may still be excluded from the meeting for technical or non technical offences, but may count it as their dropped round.

COMMERCIAL SECTION: COMPETITOR'S & TEAM OBLIGATIONS

6. Competitors may be required to carry Championship sponsors' badges, which will be supplied, on their race suit
- 6.1 Competitors will be required to display Championship sponsors' stickers, which will be provided, on their karts, helmets and visors.
- 6.2 Competitors must only use the officially approved Super One Numbers on their karts
- 6.3 Competitors and their team support personnel must at all times present themselves in a professional and polite manner and be attired smartly. The decision of the organiser as to the definition of smart clothing is final. Vulgar or abusive language will not be tolerated.
- 6.4 Competitors may be required to remove decals/stickers etc, which conflict with the series sponsors.
- 6.5 All competitors must participate in a Championship Drivers' Parade at each meeting. The exact time will be in the race program.
- 6.6 Competitors may be required to take part in further Championship promotional activities at the rounds or the prize giving.
- 6.7 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
- 6.8 Failure to comply with any section in 6.10. will be reported to the Race Director or Championship Stewards and could result in immediate exclusion from any of the meetings, and/or forfeiture of a prize or award.
- 6.9 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. Pit Spaces may be booked in advance through the Super One Series
- 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.
- 6.11 Deleted.
- 6.12 If requested recordings from the onboard camera must be made available to the organisers for judicial purposes and the television producer for their use as follows. All footage is copyright of the Super One Series and may not be used for any commercial purpose without written permission from the promoter. By countersigning as entrants of minors they agree that they have no objection to still or moving images being taken of the driver or team personnel undertaking their sporting activities. By entering the series the Driver and Entrant/Driver understands that the series is filmed for television broadcast, distribution on DVD and by other forms of electronic media exposure, including internet streaming and by still images. The Super One Series, Producers and authorised photographers retain copyright over any and all images gathered, which may be used by the series and other media companies at any time in the future. By entering the series, you agree to make your driver/yourself available for interviews and other media purposes as requested by the film crew from time to time. The Producer/Editor and Super One retains the right to use the images gathered of anybody in the Super One paddock within the final edited programme, in any way that the Editor decides has merit and in order to support a programme feature, racing incident or storyline. By entering you agree not to withhold any rights to such use at any time before filming, or after any filming/editing has taken place.
- 6.13 **FIRE EXTINGUISHERS:** All drivers must have present at race meetings a fire extinguisher to current BSEN3 or EN3 standard with a minimum 55B rating. Officials will carry out spot checks in the paddock. (Note: Type B means for use with flammable liquids, and the 55 refers to the

capacity. The actual extinguishant is not specified, but Halon is no longer legal in the UK). Fire extinguishers must be kept at the entrance to the competitors pit space at all times. It is recommended that competitors with enclosed awnings have a minimum of a 2kg foam or powder extinguisher, and if more than one private competitor is sharing the awning then a minimum of two 2kg extinguishers be available. Commercial enterprises should be aware of Health and Safety at Work legislation and provide a minimum of two 6kg foam or powder extinguishers to be placed at the entrance(s) of the awning.

6.14 DUMMY GRID, PARC FERME AND CIRCUIT: Smoking is not permitted on the dummy grid, parc ferme, scrutineering, weighing or engine starting areas or on the track. This ban includes use of 'vaping' or electronic cigarettes.

No one is to enter the circuit without permission from a official and must be signed on and wear a high visibility vest.

Bambino Kart Regulations 2020

7.1 The Bambino class is the entry level class of Kart Racing meaning drivers can compete from 5 years old (must be in year of 6th birthday) these rules and regulations should help you understand the bambino classes before entering into your first race. Full class, chassis and engine regulations for all Super One BKC classes below.

AGE: ensure you are within age for your class before registering with Super One BKC, anyone outside of age for their registered class will be contacted and their registration revoked.

C50 Bambino New Era: Age 5-7 (year of 6th to end of year of 7th)

C50 Bambino Pro: Age 6-8 (year of 7th to end of year of 8th)

IAME M1 Bambino: Age 6-8 (year of to end of year of 8th)

7.2 Below are the list of approved Bambino Chassis for use in 2020 Championship (Hold down ctrl key and click on chassis to reveal full details)

• 01/B(C)/10 Top Kart	• 07/B(C)/14 Wright	• 13/B(C)/15 Synergy
• 02/B(C)/11 CRG	• 08/B(C)/14 Haase	• 14/B(C)/16 Fullerton
• 03/B(C)/11 Tonykart	• 09/B(C)/14 MS Kart	• 15/B(C)/16 Intrepid
• 04/B(C)/11 Birel	• 10/B(C)/15 BirelART	• 16/B(C)/16 MS Kart
• 05/B(C)/13 Wright	• 11/B(C)/15 Ricciardo	• 17/B(C)/16 CRG
• 06/B(C)/14 Tecno	• 12/B(C)/15 Tecno	

• <https://www.motorsportuk.org/assets/18-bc-17-topkart.pdf>

• <https://www.motorsportuk.org/assets/19-bc-18-p1.pdf>

7.3 Additional requirements:

7.3.1 Bodywork: As registered with the chassis, full width rear bumpers mandatory. Plastic alternative may be used. Rear Bumpers must not be wider than overall wheel width, Full size rear number boards only to be used (no cut down plates) unless plastic rear bumper is registered and fitted to chassis where a stick on type number can be applied to the rear bumper.

7.3.2 Brakes: As registered with chassis, Steel discs non vented only. Secondary brake cables now mandatory on all bambino chassis'.

7.3.3 Steering: Stub axles: no modification whatsoever permitted, Wheel: free. If mounting data acquisition equipment must be mounted in line with the dish of the wheel. All columns to be fitted with a security ring located below the top column mount and secured with a minimum of two locked grub screws. Caster/Camber adjustment is permitted to the front axle by the addition of top pills in the IAME class are NOT PERMITTED

7.3.4 COMER C50 Axle: As registered with the chassis. 25mm magnetic steel. Must have circlips fitted on both ends. Axle to be fitted with two bearings containing steel ball races.... Ceramic or exotic material bearing faces are strictly prohibited. Bearings to be tightened to axle, multipoint locating grub screws. Quick release bearing carriers prohibited. 5mm and 3mm Hollow axles are permitted but only if homologated with chassis.

7.3.5 Gearing: Comer C50 only permitted to run 10t front sprocket and 80t rear sprocket are all times. IAME M1 gearing as per below table only: "No teeth to be removed from the sprockets"

Circuit	IAME M1 using 11t clutch drum	IAME M1 using 10t clutch drum
Fulbeck	11- 78/79/80 ONLY	10- 73/74/75 ONLY
Rowrah	NO 11T Option	10- 78/79/80 ONLY
GYG	11- 77/78/79 ONLY	10- 72/73/74 ONLY
Clay Pigeon	NO 11T Option	10- 74/75/76 ONLY
Whilton Mill	11- 78/79/80 ONLY	10- 73/74/75 ONLY
Shenington	11- 77/78/79 ONLY	10- 72/73/74 ONLY

Super One BKC 2020 IAME bambino gearing chart

IAME M1 Bambini to run gearing stated on chart ONLY, rear sprocket must match from clutch drum as stated above.

7.3.6 Dimensions: The rear bumper must not exceed the overall width measured to the outside edge of the rear tyres, and the side pods may not be located outside the plane that passes through the outer edge of the rear tyres.

The maximum overall width at the rear is 1100mm.

7.3.7 Chain/Sprocket Guard: One piece chain with sprockets of 219 pitch only. A fully enclosed chain guard, of a type manufactured by Tillett or similar

7.3.8 Wheels: Fronts: Aluminium, single point mounting direct to stub axle. 3 point fixing front hubs permitted

Offset: Open.

Rears: Aluminium, 3 point fixing to standard short hub. No double bolt rear hubs Offset: Standard (L, R, SEP) Wheels sizes are: Free

7.3.9 Tyres: (Filled with standard air only) **Comer C50 class** Le-Cont all weather MSA04 tyre purchased through the **Super One BKC series** official supplier or competitors can use their own used Le Conte all weather tyres. These are to be handed into parc ferme where they will be checked and remain in controlled parc ferme conditions all weekend. Race tyres should not be used for practice.

IAME M1 class

Heidenau T-Race UK Green Slick tyre Controlled and purchased through the **Super One BKC series** official supplier 1 set to be purchased ahead of weekends 1,3 and 5

Heidenau WH1 UK wet tyre Controlled and Purchased through the **Super One BKC series** official supplier. Competitors may use bagged and sealed wet tyres from Super One BKC 2020 Championship.

The use of tyre warmers and softener is prohibited.

Removal of Debris or tyre cleaning with a hot air gun or rasp is Strictly Prohibited

7.3.10 Floor tray: Aluminium, original manufacturer component fitted using manufacturer approved fitting kit and to be tight at all times. After market professionally manufactured aluminium floor trays allowed but NO Carbon trays permitted.

7.3.11 Seat: Free: Must be free of holes in a position so as to weaken the mounting. Fitted with a Tillett or similar fitting kit one large washer per hole minimum, to ensure load spread.

Seat must be tightly secured at all times.

7.3.12 Weight: Minimum 69kg post race including the driver and mandatory safety equipment. (C50) Minimum 78kg post race including the driver and mandatory safety equipment. (IAME)

7.3.13 Number plates: Numbers to be displayed on all four sides of the kart **Black on Orange background (C50 PRO) White on Black background (C50 New Era) Black on Green background (IAME)** to an agreed font/pattern, specified by Super One BKC if using own graphics. Alternatively, numbers can be purchased from Super One BKC in the approved format. Full size number plates on rear to be fitted, no cut down plates.

7.3.14 Materials:

Kart and components to be of material 'as left the factory' or similar, the use of aftermarket components such as rear hubs, carriers, track rods are permitted as long as are of manufacturers specification.

Carbon fibre, Ceramic, Titanium, Magnesium & Kevlar components prohibited

Modification to chassis in any way by the addition of welded components not on the original approval is not permitted.

Additional seat stays and supports are not permitted.

7.3.15 Other: The addition of pedal extensions, heel cups or a Super One BKC approved pedal box is permitted subject to secure fitment and scrutineering deeming it fit for purpose.

Modification to tubing, seat stays, yokes and all mounting points is strictly prohibited.

7.4 ENGINE:

The following are requirements/ modifications to the fiche that must be implemented to run in Super One BKC for 2020.

7.4.1 Bambino engine usage regulations:

Competitors in the comer and IAME Bambino classes must register a maximum of 2 engines with the series.

These 2 engines will be the only 2 engines permitted for use by that driver for the championship.

Registered engines will have the Barrel and both crank cases marked to ensure no misconduct.

Exchanging/sharing of engines amongst competitors is not permitted.

7.4.2 IAME M1 Bambino engine specification:

The Engine/Carburetor must be operated in its unadulterated form and at all times, conform to the John Mills Engineering fiche and Super One BKC updates available here:

http://www.IAME.co.uk/wp-content/uploads/2019/03/363_IAME-M1-60cc- PULL-START-rev06.pdf

7.4.3 Engine numbers and Crank: Only engine numbers prefixed S6, T6 & V6 are permitted. Crankshafts from batch number E31 forward are permitted.

7.4.4 Squish: 2mm minimum

Base gasket and shim combinations can be used to achieve the desired squish but a combination of no more than two paper gaskets and 3 metal shims are permitted. Squish is measured using 3.175mm solder or as supplied by scrutineering. Squish minimum is 2.00mm.

7.4.5 Spark Plugs: Only NGK BR8EG, BR9EG , BR10EG permitted.

These must carry the original factory washer, unless using an under plug temperature lead of the same thickness, in which case it may be discarded. The scrutineer will have the final say on what under plug temp leads are permitted or not.

7.4.6 Exhaust system: System and joints to be leak free in its entirety. Signs of leakage around the restrictor/fixing area will be deemed a performance enhancement, it is the competitor's responsibility to ensure exhaust bolts are tight at all times. Only 1 exhaust gasket front and back of restrictor is permitted. Exhaust restrictor is to be no more than 13.50mm MAX and must be of genuine IAME specification, Super One BKC reserves the right to provide Pooled restrictors at any event they feel necessary. If a pooled restrictor is issued this CANNOT be modified in anyway shape or form, the cleaning or tampering with pooled restrictors is prohibited (see penalties)

7.4.7 Clutch: The internal components and running surfaces both the clutch and drum must remain dry and free of grease or lubricant and any additional substance. It is advised to run the standard rubber O ring washer behind the clutch drum although not essential, care should be taken at all times to ensure the clutch bearing is not being over lubricated to ensure running surfaces remain dry and free of ANY substance at all times.

7.4.8 Fuel system: One inline fuel filter is permitted of a sealed renewable type or plastic Tillotson two piece reusable filter.

7.4.9 Oil: Shell M Racing, castor based, oil is the only approved lubricant. (Recommended mix 3% or refer to engine builder)

7.4.10 Data: The collection of engine data is permitted through means of a mychron/alfano or similar , an engine temp probe is allowed but exhaust temp or EGT/CHT is NOT permitted. Note: that no engine temperature probes whatsoever are permitted on the Comer C50 engine.

7.4.11 Wet weather running: It is permissible when racing /operating in wet or open meeting conditions only, 'declared wet or open' for a Super One BKC approved wet box to be fitted. This is the only form of wet box permitted and must be installed as per instruction in a way as to prevent water ingestion to the motor and

not limit air flow and cooling to the engine. Further to the approved wet box a small piece of Tape may be applied to the two chassis rails directly under the carburetor ONLY.

7.4.12 Replacement parts: Any replacement parts required in the service and or repair of the motor must be original manufacturer components or IAME UK approved. No pattern or other components accepted.

7.4.13 Cleaning of components: Cleaning of exhaust restrictor should be carried out following the recommended cleaning instructions of IAME UK.

All components should be cleaned using standard processes and non- abrasive cleaning products so as not to alter the factory finish.

7.4.14 Stock Class: This, as all Super One BKC classes, is intended as a close competition, driver experience and learning step on the ladder to future motorsport.

Any modification to engine and carburetor beyond the scope of the IAME UK fiche or this document is forbidden. Strictly no modifications, adding or removing material, tuning, porting, polishing, surface coating, painting, skimming, trimming, grinding or shielding for whatever purpose is permitted

7.4.15 Comer C50 engine specification:

Only Tagged Zipkart regulation UK Comer C50 engines permitted Carburetor jetting is open

Champion RCJ7Y, Bosch WS5F , NGK BPMR7A the standard washer must be present and fully intact , no temperature probes permitted.

One foam air cleaner of standard specification is to be present at all times and must be kept clean and dry, used in its intended form. The metal clip that holds the air box onto the carb must always be present

In the event of a wet race, filter elements may be replaced for every heat with a dry sponge. The approved Zipkart wet box may be ran if the meeting is declared wet or open, accompanied with a small strip of tape between the 2 chassis rails directly in front of the engine only! (Note Zipkart supplied wet boxes are currently out of stock at time of publishing this document, an alternative wet box maybe introduced at the discretion of Super One BKC and will be published in an official bulletin)

7.4.16 Clutch: C50 approved spring or solid one-piece clutch approved by Zipkart is permitted. .

Engines must conform to the fiche document laid out by the class governing body or Zipkart at all times. Controlled/pooled inlet restrictors or manifolds May be supplied by the Super One BKC.

7.4.17 Bambino engine usage regulations:

Competitors in the comer and IAME Bambino classes must register a maximum of 2 engines with the series. Registered engines will have the Barrel and both crankcases marked to ensure abuse of the rule or misconduct doesn't take place.

Exchanging/sharing of engines amongst competitors is not permitted.

Honda Cadet Kart Regulations

- 8.1** Below are the list of approved Cadet Chassis for use in 2020 Championship
2020 Homologations also eligible for use but not yet showing online due to late publication. 900mm chassis only!

2011:	2014:	2017:
<ul style="list-style-type: none"> • 01/CAD/19 Kubica • 02/CAD/19 Zip Kart • 03/CAD/19 Project One • 04/CAD/19 Shark • 05/CAD/19 BRK • 06/CAD/19 Wright • 07/CAD/19 Gillard • 08/CAD/19 CRG • 09/CAD/19 JKH • 10/CAD/19 BRM 	<ul style="list-style-type: none"> • 01/CAD/22 Zip Kart • 02/CAD/22 Birel • 03/CAD/22 OTK • 04/CAD/22 CRG • 05/CAD/22 Cobra Kart • 06/CAD/22 Engergy Corse • 07/CAD/22 Shark • 08/CAD/22 IP Karting • 09/CAD/22 Gillard • 10/CAD/22 Intrepid • 12/CAD/22 Project One • 13/CAD/22 SRD • 14/CAD/22 Tecno 	<ul style="list-style-type: none"> • 01/CAD/25 Project One • 02/CAD/25 Zip Kart • 03/CAD/25 Benik • 04/CAD/25 Sodi • 05/CAD/25 OTK • 06/CAD/25 Xenon • 07/CAD/25 Synergy • 08/CAD/25 Top Kart • 09/CAD/25 Wright • 10/CAD/25 BRK • 11/CAD/25 Shark

- 8.2** **Age:** Drivers competing in the Honda cadet class should be aged between 7-12 years (year of 8th birthday – end of year of 12th birthday).

8.2 **Additional requirements:**

- 8.2.1** **Bodywork:** As registered with the chassis, full width rear bumpers mandatory.

Plastic alternative may be used if homologated for use with that chassis.

- 8.2.2** **Brakes:** As registered with chassis. Steel discs non vented only.

- 8.2.3** **Steering:** Stub axles: as homologated with chassis..... no modification whatsoever permitted.

Wheel: free. If mounting data acquisition equipment must be mounted in line with the dish of the wheel.

All columns to be fitted with a security ring located below the top column mount and secured with a minimum of two locked grub screws.

Caster/Camber adjustment is permitted to the front axle by the addition of top pills only.

- 8.2.4** **Axle:** As registered with the chassis. 25mm magnetic steel. Must have circlips fitted on both ends.

Hubs, as homologated with the axle and chassis.

Axle to be fitted with two bearings containing steel ball races.... Ceramic or exotic material bearing faces are strictly prohibited.

Bearings to be located to axle, multipoint locating grub screws.

Quick release bearing carriers prohibited.

Hollow axle permitted if registered with 2020 homologated chassis.

8.2.5 Dimensions: The rear bumper must not exceed the overall width measured to the outside edge of the rear tyres, and the side pods may not be located outside the plane that passes through the outer edge of the rear tyre.

The maximum overall width at the rear is 1100mm

8.2.6 Chain/Sprocket Guard: One piece chain with sprockets of 219 pitch only. A fully enclosed chain guard, of a type manufactured by Tillett or similar

8.2.7 Gearing: Rear sprocket choice is open but only the maxtorque 20t front sprocket/clutch is permitted

8.2.8 Wheels:

Fronts: Aluminium, single point mounting direct to stub axle. 3 point fixing front hubs permitted

Offset: Open.

Rears: Aluminium, 3 point fixing to standard short hub.

Offset: Standard

Wheels sizes Free

8.2.9 Tyres: (Filled with standard air only)

Dunlop SL3 Slick tyre controlled & purchased from Super One BKC official series supplier.

Front 10x3.60- 5

Rear 11x5.00-5

Dunlop KT3 wet tyre controlled & purchased from Super One BKC official series supplier.

Competitors may use bagged and sealed wet tyres from Super One BKC 2020 Championship.

Front 10x3.60-5

Rear 11x4.50-5

The use of tyre warmers and softener is prohibited.

8.2.10 Floor tray: Aluminium, original manufacturer component fitted using manufacturer approved fitting kit and to be tight at all times.

8.2.11 Seat: Must be free of holes in a position so as to weaken the mounting. Fitted with a Tillett or similar fitting kit one large washer per hole minimum, to ensure load spread.

Seat must be tightly secured at all times.

8.2.12 Weight: Minimum 103kg including the driver and mandatory safety equipment.

8.2.13 Number plates: Numbers to be displayed on all four sides of the kart **Red on Yellow background** to an agreed font/pattern, specified by Super One BKC if using own graphics. Alternatively, numbers can be purchased from Super One BKC in the approved format. Full sizes number plates only, no cut downs.

8.2.14 Materials: Kart and components to be of material 'as left the factory'

Carbon fibre, Ceramic, Titanium, Magnesium & Kevlar parts or non- original and or digitally printed /manufactured components are prohibited.

Modification to chassis in any way by the addition of welded components not on the original approval is not permitted.

Additional seat stays and supports are not permitted.

8.2.15 Other:

The addition of pedal extensions, heel cups or a Super One BKC approved pedal box is permitted subject to secure fitment and scrutineering deeming it fit for purpose.

Modification to tubing, seat stays, yokes and all mounting points is strictly prohibited.

8.3 Super One BKC Honda engine specification:

8.3.1 Pooled and sealed engine meeting the specification of Super One BKC at all times

8.3.2 Spark plugs are supplied in these Honda engines and must NOT be removed or replaced unless under supervision of the scrutinner. Anyone caught removing or changing spark plug without approved consent may be excluded from the meeting.

8.3.3 A 20t Maxtorque clutch is the only permitted clutch, this must be supplied by the competitor along with engine mounts for mounting the engine to your chassis, it is also the competitors responsibility to provide their own chain guard and fixing bracket.

8.3.4 One air cleaner of standard specification and as supplied is to be present at all times and must be kept clean and dry.
It is NOT permissible when racing /operating in wet conditions for ANY wet box/devices to be used.

8.3.5 No other intervention with these engines is permitted. Damage/ failure to any area of the motor must be reported to scrutineering

8.3.6 The Super One BKC reserves the right to substitute or move around a pooled engine at any point throughout the weekend, at their sole discretion.

Competitors requested to swap an engine must report to scrutineering within 20 minutes of a request being made. A new engine will be issued and scrutineering will update the records accordingly.

Appendix 1

SUMMARY OF JUDICIAL PROCEDURES

1 **Protests and Appeals – On Track**

The Race Director's decision is final.

The Race Director may impose a penalty as per Appendix 2 and inform the competitor.

No appeals are allowed.

The Race Director may request the attendance of one or more competitors to a judicial hearing. Following representations from competitors the Race Director's decision is final and may not be appealed.

A competitor may lodge a protest against another competitor's on-track conduct within 30 minutes of the results being issued at a cost of £100, made out to Super One Series. The fee is non-refundable. A single Protest against multiple competitors is not permitted.

2 No appeals are permitted for technical eligibility penalties issued by the Race Director.

All entrants have the right to protest another driver's engine or kart which Protest must be in writing accompanied by a £500 deposit (no cheques are accepted for this purpose) and state the detailed reasons for bringing the Protest.

If the item cannot be checked at the meeting it will be sealed and sent for examination. All costs and cost of carriage will be chargeable, if the item is proved to be ineligible the driver must pay, otherwise the protester.

The organisers reserve the right to have an engine or item from the kart sealed and sent for further examination. If found ineligible the driver must pay all costs, otherwise these will be borne by the Super One Series.

3 **ROK Class Engine Claim Rules**

3.1 Engine Claim Rule

3.1.1 Any engine taking part in any ROK Super One can be bought by any competitor taking part at ROK Super One events in the same class during the same calendar year, or by the Super One Series, or by Karting Limited at the end of the any Event for the retail price plus a fee of £500 (five hundred British pounds). Refusal to sell the engine will result in disqualification from the Super One Series.

3.1.2 A proper "ENGINE CLAIM RULE FORM" must be filled in writing and submitted to the Race Director before Technical checks are finished.

3.1.3 Engine Claim Rule fees and engine retail price MUST be paid in full in the form of cash, or debit or credit card or bank transfer to Karting Limited.

3.1.4 The Super One Series has the first right of refusal upon the initiation of any engine claim. If any competitor wishes to claim an engine the engine claim form must be filled out completely and presented to the appropriate official. The appropriate Super One official may claim the engine as series property or approve the competitor's claim, at which time the engine must be turned over or sanctions will follow.

3.1.5 The seller will receive a brand new engine provided by the Super One Series/ Karting Limited.

Appendix 2: 2020 Super One Series Penalties

The penalties are as shown below. These are mandatory penalties. Penalty decisions are at the discretion of the Race Director and the decision is final.



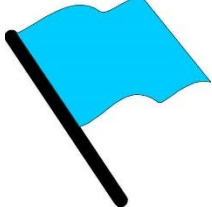

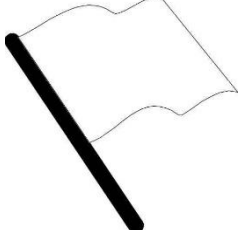

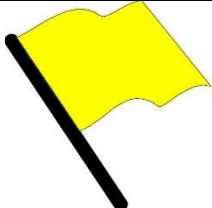
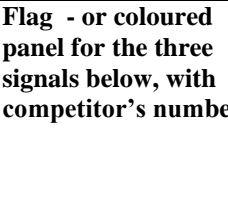

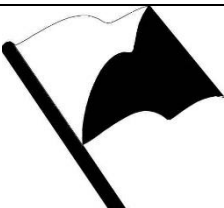

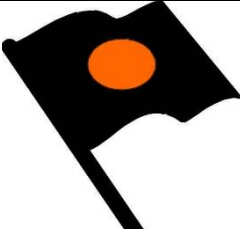
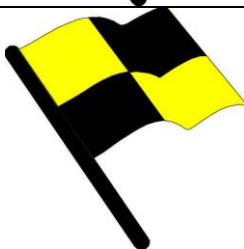
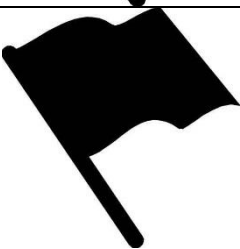
PLEASE NOTE: Time, place or lap penalties and also the reason any such penalty is imposed are not appealable

INFRINGEMENT / DESCRIPTION	PENALTY
Gaining an Unfair Advantage	Minimum of 5 place or 1 lap Penalty
Driving in a manner deemed incompatible with general safety	1 lap Penalty or Race Disqualification
Driving in a manner deemed incompatible with general safety - Aggravated Contact	Race Disqualification or Round Exclusion & consideration of championship suspension
Contravention of flag signal before or after Race - ¼ Black/Yellow / Yellow	Minimum of 5 place Penalty
Contravention of flag signal during Race - ¼ Black/Yellow / Yellow	1 lap Penalty
Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
Contravention of flag signal - Black Flag (ignored more than once)	Race Disqualification or Round Disqualification
Abusive Language, Behaviour or Assault -	Race Disqualification
Abusive Language, Behaviour or Assault - <u>Serious</u>	Meeting Disqualification & consideration of licence suspension
Failure to attend Drivers' Briefing	Fine of £50
Failure to obey an Official of the Meeting	Race Disqualification or Round Disqualification
Scrutineer Non-Compliance Report, vehicle or component ineligible	Race Disqualification or Round Disqualification
Underweight	Race Disqualification
Failure to report to Scrutineering	Race Disqualification or Round Disqualification
Incorrectly positioned front fairing - race	5 place penalty
Incorrectly positioned front fairing- timed qualifying	Deletion of fastest time
Tampering with a detached front fairing during race / timed qualifying	Race Disqualification
Reattaching or repositioning the front fairing after chequered flag	Round Disqualification

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Race Director issuing penalties against other breaches of regulations

Appendix 3: Flag Signals

Competitors must understand the meaning of all flag signals and obey them at all times.

Flag	Message	Flag	Message
	Start – Red Lights out Or in absence of lights:- For a rolling start, karts start at the moment the flag is raised. For a standing start, karts start at the moment the flag is dropped.		All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.
	Stationary: Another competitor is following closely behind and may be lapping you. Waved: Another competitor is trying to overtake to lap you, stay on the racing line.		End of Race, timed qualifying or Practice.
	An ambulance or slow moving kart is on the circuit. The flag will be waved to indicate the sector of the track that the slow moving vehicle is in, and held stationary whilst the vehicle is in the next sector.		False start, slow down and reform the grid. Continue on another rolling lap, stay in formation at the speed set by the pole sitter at the front.
	Stationary: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking. Waved: Great danger, slow down considerably. Be prepared to suddenly change from the projected racing line including stopping if necessary. No overtaking.		Flag - or coloured panel for the three signals below, with competitor's number
	Slippery surface ahead		A warning, to the driver that his behaviour is suspect and that he may be black-flagged on further reports.
	Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.		Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The kart concerned must call at its pits for repairs no later than on the next lap.
	Immediately slow down and form up behind the leader, no overtaking. Continue at a reduced pace, with no overtaking until a green flag is shown at the start finish line. The race leading kart must slow down to a steady pace (as on a rolling start lap).		The driver must stop at his pit within one lap of receiving the signal and report to the Raec Director. A penalty of disqualification may be enforced.

Flag signals may be displayed on a digital display at the start line