



Formula Kart Stars

2010 Championship regulations

Incorporating the MSA British Cadet Kart Championship

1 Interpretation

Requests for clarification must be made in writing, and sent to the address as given in section 3. All clarification responses will be given in writing by way of competitor bulletin available to all competitors; verbal replies are not binding.

2 Jurisdiction

The Formula Kart Stars British Championship, which incorporates the MSA British Cadet Kart Championship is organised by Stars, in accordance with the General Regulations of the Motor Sports Association (incorporating the provisions of the FIA) and these Championship Sporting, and Technical Regulations.

3 Championship Organiser

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3.1 Officials

Formula Kart Stars – Director
Formula Kart Stars – Co-ordinator
Championship Senior Clerk of Course
Championship Deputy Clerk of the Course

Championship Judicial Clerk of Course
Championship Eligibility Scrutineer
Championship Chief Scrutineer
Technical Commissioner
Championship Scrutineer

Championship Stewards
(Any three of the Championship Stewards
may sit at any one time)

Championship Timekeeper and Judge of Fact

Carolynn Hoy
Debbie Sellers
John Felix
Peter Jones
Terry Bateman
Geoff Strong
Paul Klaassen
Ernie Salmon
Paul Klaassen
Dan Carter

Ian Watson
Ron McCabe
Les Needham
Dave Scott
Ian Rogers

3.1.1 Any communication to Championship Officials, whilst under permit, must be channelled through the Championship Co-Ordinator situated in the race control centre.



4 Calendar of events

Event	Date	Venue	Classes
1	2 – 4– April 2010	Rowrah	Rounds 1 & 2
2	14 – 16 May 2010–	Whilton Mill	Rounds 3 & 4
3	2 – 4 July 2010–	Glan-Y-Gors	Rounds 5 & 6
4	12 – 15 August 2010–	Genk, Belgium	Rounds 7 & 8
5	24 – 26 September 2010–	Wigan	Rounds 9 & 10
6	15 – 17– October 2010	Ellough Park Raceway	Rounds 11 & 12

The (one) Thursday and (six) Fridays listed are optional test days. See 6.2.4 for cost. Participation on these days is entirely at the entrant's discretion.

5 Categories

MSA British Cadet Kart Championship	Referred to as MSA British Cadet
Formula Kart Stars Mini Max Championship	Referred to as FKS Mini-Max
Formula Kart Stars Junior Max Championship	Referred to as FKS Junior Max
Formula Kart Stars Formula KF3 Championship	Referred to as FKS KF3
Formula Kart Stars Formula KF2 Championship	Referred to as FKS KF2

5.1 MSA British Cadets is for karts conforming to Formula Comer Cadet

5.2 Championship grades and permit numbers: MSA British Cadet, Grade A, Permit No: *tba*. FKS Mini-Max, Grade B, Permit No: *tba*. FKS Junior Max, Grade B, Permit No: *tba*. FKS KF3 Grade B, Permit No: *tba*. FKS KF2 Grade C, Permit No: *tba*.

6 Entries

6.1 Licence requirements

6.1.1 Entrants must be in possession of a valid 2010 MSA Entrants licence.

6.1.2 Drivers and Entrant/Drivers must be registered for the Championship and be in possession of valid Competition A STATUS Kart Licence, as a minimum, or, be in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

6.1.3 Competitors in MSA British Cadet must attain their 9th birthday prior to competing in a round one of the MSA British Cadet Kart Championship.

6.1.4 For **new** competitors in MSA British Cadet: Competitors By round one of the championship, competitors must provide written evidence of having competed in a minimum of five Kart races since issued a National A kart licence. This does not apply for competitors that have previously raced in the Championship. Proof of competition experience and photocopy of Birth Certificate may be required. 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 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.



6.1.5 Allocation is on a first come, first served basis. 2009 competitors registering by 29 November 2009 will have priority.

6.2 **Registration**

6.2.1 Registration forms will appear on our web site: www.formulakartstars.com and may be completed online.

6.2.2 Paper copies are available from the Championship Competitions' Department listed in section 3 and must be returned to the same address.

6.2.3 Registrations should be sent to the Championship Competitions' Department by the entrant and this will be acknowledged by confirmation of the preferred race number and a receipted invoice. A full set of Regulations can be downloaded from www.formulakartstars.com. The signed Form of Acceptance and the Media Information Sheet must be completed and returned to the address given in section 3 together with a digital passport-type photographs (head and shoulders) e-mailed to the championship office before registration will be considered complete.

6.2.4 Interest in the championship may be registered, however regulations will not be sent out until approval by MSA. Championship registration payment schedule (excluding optional practice days): £400 on receipt of entry, £200 on 1 January 2010, £200 on 1 February 2010, £200 on 1 March 2010, £200 on 1 April 2010.

6.2.5 Practice days £45 per day (Fridays prior to each meeting. Thursday & Friday overseas).

6.2.6 Drivers under the age of 18 years of age must be entered by a parent or guardian. The Championship Organiser requires a letter of authorisation from any parent or legal guardian if they wish to nominate another person to act as guardian for the duration of the meeting.

6.2.7 The minimum number of entries to warrant a class is 10. The maximum number of entries in the championship is 200.

6.3 **Closing Date**

6.3.1 The closing date for all registrations is 4 weeks after approval of Championship regulations by MSA,

6.3.2 Entries may be accepted past this date at the sole discretion of the Championship Organiser.

6.4 **Registration Refunds**

6.4.1 All withdrawals of interest, must be made in writing by the entrant and received at the Championship Competitions' Department 8 weeks before official signing on of first round of the Championship

6.4.2 Withdrawals up to 8 weeks before official signing on of first round will be credited to 2011 entry less £100 (There will be no cash refunds). After that no withdrawal is possible.



7 General

- 7.1 Drivers under the age of 18 years of age must be entered by a parent or guardian, as such will become the drivers Entrant in accordance with D.13.1.1 of the MSA General Regulations.
- 7.2 It is the Driver's/Entrant's, responsibility to ensure that every person concerned with their entry observes all the provisions of the governing rules of the event. If an Entrant is unable to be present in person at the event he must nominate his representative in writing. The person having charge of an entered kart during any part of an event is responsible jointly and severally with the entrant for ensuring that the provisions are observed.
- 7.3 All necessary documentation must be presented for checking at all events when signing-on.
- 7.4 Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the event
- 7.5 The presentation of a kart for Scrutineering will be deemed an implicit statement of conformity.
- 7.6 At the start of safety scrutineering, every kart must be clean and in good order. Karts must be presented to scrutineering in race condition complete with all required decals. The Championship Clerk of Course reserves the right to forbid karts not meeting this requirement from taking part.
- 7.7 Entrants and teams must allow free access to Championship Officials anywhere within the confines of the circuit and at all reasonable times during the event, to make unannounced inspections of all karts, wheels, tyres and engines, ancillary and support equipment, including within awnings and vehicles present at the event.

8 Events

There will be 12 rounds held over 6 weekends. With the Saturday and Sunday of each weekend constituting a separate round of the Championship.

8.1 **Format**

For each round: Timed qualification, two heats and a final.

8.2 **Starting order**

- 8.2.1 Heats: Determined by times set in timed qualification.
Final: Determined by points scored in the heats.
- 8.2.2 The top 4 finishers in the B-Final will gain promotion to the A-Final.
- 8.2.3 Where points are used to determine the starting order; the driver scoring the most number of points shall start on pole, and so on. Should there be a tie in points; the tie will be settled based on their finishing position in their first race(s) of the day. If still undecided their second race(s) shall be used, if still undecided the fastest lap of the day will determine who has priority.



- 8.2.4 Where times are used to determine the starting order:
- 8.2.4.1 Where a class has 1 qualification session: The driver setting the fastest time shall be on pole, and so on. Should one or several drivers achieve the same time; the tie will be settled on the basis of their second best time, and so on. Drivers starting the timed qualification session but not setting a time will be placed at the back, followed by drivers who did not start the timed qualification session, followed by drivers excluded from the session.
- 8.2.5 Where a class is split over 2 qualification sessions:
- If the fastest time achieved in the slower group is not more than 101% of the fastest time achieved in the faster group: the classification will be determined by the order of the fastest times achieved by each Driver.
 - If the fastest time achieved in the slower group is more than 101% of the fastest time achieved in the faster group; 1st place goes to the fastest time of the 1st group (fastest time overall), 2nd place to the fastest time of the 2nd group, 3rd place to the 2nd fastest time of the 1st group, 4th place to the 2nd fastest time of the 2nd group, 5th place to the 3rd fastest time of the 1st group, and so on.

9 Scoring

9.1 In order to qualify for points, karts and drivers must carry the correct Championship decals at all times during the meeting.

9.2 Drop scores:

9.2.1 Competitors may drop scores from 4 Heats and 2 Finals.

9.2.2 Any competitor receiving judicial penalty points on their licence in accordance with MSA regulation C 2.1.5 may not count that round as one which may be dropped under Championship regulation 9.2.1

9.2.3 Championship points penalty may not be dropped and must be included in the end-of-year championship score, even if this results in a negative points total.

9.3 Points will be scored in Heats and Finals according to the following table.

Position	Heat	A-Final	B-Final
1 st	50	100	-
2 nd	47	95	-
3 rd	45	90	-
4 th	44	87	-
5 th	43	85	55
6 th	42	84	54
7 th	41	83	53
8 th	40	82	52
9 th	39	81	51
10 th	38	80	50
Reducing by per place	1	1	1
Non-Starter	16	58	28
Exclusion	0	0	0

9.4 In the event of a tie between two or more competitors, the total highest dropped score will be used to determine their overall position in the final Championship standings. Should a tie still exist, the single highest dropped final achieved by the competitors involved will be used to determine the overall places.



- 9.5 If a competitor can demonstrate that they have established an undisputed position within the Championship before the final 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:
- MSA Regulation C 3.5.1 will not apply.
 - A competitor may still be excluded from the event for technical or non technical offences, but may count it as their dropped round.
- 9.6 Entrants will be notified of Championship positions and points by email and the Championship Organiser's website after each meeting. Any queries over positions or points must be received in writing or email to the Championship Organiser's address within 7 days of first publication complying with section C6.5 of the MSA General regulations. Providing no appeals have been received, results are final 7 days after the posting date.
- 9.7 Should it become necessary to abandon a meeting, for whatever reason, points will be awarded in each class up to the point where all drivers in that class have completed an equal proportion of racing.
- ## 10 Awards
- 10.1 All awards will be provided by the Championship Organiser. Trophies will be awarded to 1st, 2nd and 3rd place drivers in each class at each round.
- 10.2 Presentations: trophies will be provided for presentation 30 minutes after the last final of the day, based on provisional results.
- 10.3 In the event of any provisional results or Championship tables being revised after any provisional presentations and such revisions affecting the distribution of any awards, the awards must be returned to the Championship Organiser in good condition within 7 days of official request.
- 10.4 All awards and prizes must be claimed within 3 months.



11 Technical Regulations

11.1 Parc-Fermé

11.1.1 The championship may specify the conditions of Parc-Fermé to apply to the meeting on the official championship notice board or final instructions.

11.2 Fuel

11.2.1 The Championship will have controlled fuel of unleaded petroleum in accordance with Section B (as defined in the MSA General Regulations), which may contain an invisible tracer. Order forms will be sent out to entrants before the first round advising when, where and at what cost. For KF3 class only control fuel supplied by the Championship will be to CIK specification, in accordance with section U.16.17.3 of MSA 2010 Yearbook.

11.2.2 All race fuel for all classes may be subject to Parc-Fermé conditions for the duration of the meeting. Only fuel containers approved by the championship may be used. The competitor is responsible for lodging an empty fuel tank within the Parc-Fermé system prior to racing commencing. This tank must remain within the Parc-Fermé system at all times.

11.2.3 Fuel testing will be carried out as per MSA regulation D.34.3

11.3 Oil

11.3.1 The Championship will have controlled oil for MSA Cadet class, which will contain an invisible tracer. Order forms will be sent out to entrants before the first round advising when, where and at what cost. The oil may be subject to conditions of Parc-Fermé. The oil issued to the entrant by the Championship Organiser is the only oil eligible for the Championship. All other classes must nominate their oil on their scrutineering card when presented for eligibility checks.

11.4 Timing Modules

Transponders

11.4.1 Competitors may be supplied with MSA approved transponders and system by the Championship. These MUST be fitted to all karts and it is the responsibility of the entrant to ensure that the transponder is fitted & working correctly, the signal is not obscured in any way These must be returned to the organisers at the end of racing on Sunday.

11.4.2 These transponders will be used for lap scoring and any timed practice, heats and finals and must be in place and working for practice and race days.

11.4.3 Transponders not fitted or not working correctly will result in the competitor not being lap scored or timed and no finishing position will be given.

11.4.4 All drivers allocated a transponder will be responsible for its safe return and, if lost or damaged, must pay the full costs of repair or replacement of the transponder.

11.5 Personal Safety

11.5.1 Crash helmets. Full face helmets should be worn and should comply with MSA regulations U13.1 and 13.1.1 to 13.1.3.

Clothing should comply with MSA regulations U13.3, 13.3.1 and U13.3.3 to 13.4.2.

Goggles and visors should comply with MSA regulations K11.1 to K11.3 and U 13.2.



11.6 Chassis/Engine

11.6.1 Chassis / Engine details of engines (up to 2) and chassis (1 only) to be used must be declared on the official scrutineering card and will be sealed at pre-race scrutineering. This must be COMPLETED before the time posted on the Official Notice Board at each meeting. Any chassis deemed beyond repair by the Eligibility Scrutineer of the day, in conjunction with the Chief Scrutineer, may be changed provided the correct scrutineering card is completed. Should the competitor wish to make changes at the end of Saturday these changes must be made on a new scrutineering form and any sealing required must be done on Saturday evening and by the time posted on the Official Notice Board. The Eligibility Scrutineer of the day will decide where and method of sealing for chassis and engines. Information relating to method of sealing will be detailed on the Official Notice Board.

11.6.2 The only carburettor permitted in the KF3 class is the Tillotson HW-10 carburettor designated for the 2010 CIK-FIA qualifiers and Championships.

11.7 Tyres

11.7.1 Only tyres supplied by the Championship Organiser may be used. Except, tyre selection is free on test days and any open practice session.

11.7.2 All controlled tyres must be purchased through the championship. It is the sole responsibility of the entrant to complete and return the supplied tyre order form. Tyres must be ordered and paid for by specified date.

11.7.3 For MSA British Cadets and FKS Mini Max only:
1 set of slicks, and 2 sets of wet tyres are permitted per **MEETING** (i.e. 1 set for slick tyres a double header weekend)

11.7.4 For FKS KF2, FKS KF3 and FKS Junior Max only:
1 set of slicks and 2 sets of wet tyres are permitted per **ROUND** (i.e. 2 sets of slick tyres for a double header weekend).

11.7.5 All race tyres, for all classes will be subject to Parc-Fermé conditions for the duration of meeting. Only tyres on approved tyre spikes may be lodged within the Parc-Fermé system.

11.7.6 Tyres will be uniquely marked for each driver and will be used to identify individual tyres. These will be the only tyres that are eligible for the competition throughout the meeting and are not transferable to any other driver.

11.7.7 At the end of the meeting wet tyres (and Cadet slicks) may be placed in sealed bags at the competitors' expense and be retained by the competitor until the next round. At subsequent meetings the competitor has the option to have the original set re-marked for the new meeting, or purchase in advance a new set. The nominated set must be clearly marked on the tyre order form. Tyres that leave the Parc-Fermé system cannot be introduced at a later time.

11.7.8 One spare front and one spare rear tyre may be bought and exchanged only at the discretion of the Chief Scrutineer, and only when a tyre is deemed to be damaged beyond use except if by normal or excessive wear. No replacement will be allowed if the damaged tyre has left Parc-Fermé without it being examined.

11.7.9 Competitors are responsible for the disposal of their tyres. At the end of the meeting all tyres must be taken away from the circuit. A charge of £5 per tyre will be levied for the disposal of any tyre left behind.



11.8 Numbers

- 11.8.1 The Championship shall respect the MSA British Championship seeded numbers in MSA British Cadet and MSA KF3, and the 2009 FKS seeded number for competitors in FKS Mini-Max, and FKS Junior Max.
- 11.8.2 MSA British Cadets shall use black numbers on yellow plates. FKS Mini-Max shall use black numbers on yellow plates. FKS Junior Max shall use white numbers on red plates. FKS KF3 shall use black numbers on yellow plates. FKS KF2 shall use black numbers on white plates.

11.9 Weight

- 11.9.1 As per MSA 2010 Kart Race Yearbook.
- 11.9.2 Should it become necessary to have on board cameras the Championship Organiser will nominate drivers to carry on-kart cameras at each round. Any chosen driver must carry the on-kart camera and allow this equipment to be fitted at any time at the request of the television production company. Minimum weights will include on board cameras and associated equipment. The installation of cameras must be inspected by the Scrutineer to ensure it is safely and correctly fitted.

12 Judicial procedures

In accordance with section C of 2010 MSA Competitors and Officials Yearbook.

13 Race meetings / race procedures

13.1 Entries

- 13.1.1 Supplementary regulations for each event will be issued one month prior to the event.
- 13.1.2 Entrants are responsible for sending in a correct and complete confirmation of entry form for each event to the Championship Organiser's office prior to the event closing date, which shall be two weeks prior to the meeting. The Championship Organiser reserves the right NOT to accept entries after that date, however, for those that are accepted will attract a charge of up to £25. Entries can be submitted by email.
- 13.1.3 Any change of equipment made after acceptance of entry must be notified to the Championship Chief Scrutineer, in writing.

13.2 Briefings

- 13.2.1 Briefing times will be posted on the Official Notice Board at each meeting. Attendance is mandatory, lateness or non-attendance may result in a fine.

13.3 Race Procedure

- 13.3.1 The maximum grid for all races will be as per the track licence.
- 13.3.2 Race distance will be advised in the event Supplementary Regulations, or on the Official Notice Board, and/or Programme of the Day. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.
- 13.3.3 The grid shall close 2 minutes prior to the completion of the previous race. Karts not in position and ready to race may forfeit their grid position and may be required to start from the back. The Grid Marshall shall be Judge of Fact with regard to grid closure and the moving forward of karts to fill vacant grid slots.



13.4 Race Finishes

13.4.1 Once in the Parc-Fermé area, after being weighed, the drivers finishing first, second and third overall in each final, may be required to complete a lap in the Championship parade car, still wearing their Championship overalls, decals and badges.

13.5 Controlled Zone

13.5.1 Only one additional person per driver will be allowed access to the Controlled Zone (Assembly Area / Parc-Fermé / Service Parks) and only if in possession of a mechanic's pass. Should unauthorized team personnel be present in the Controlled Zone they will be ejected and render their entrant liable to exclusion from that competition / session.

14 Championship race penalties

14.1 Infringements of the Technical Regulations

14.1.1 Exclusions from the meeting arising from scrutineering; the following additional penalties shall apply: the provisions of MSA Regulation C 3.5.1 a & b relating to that round. For infringements deemed to be of a more serious nature, the Championship Clerk of Course and/or Stewards of the meeting, are to invoke the provisions of MSA Regulation C 3.5.1 c.

14.1.2 The Championship Coordinator will bring to the attention of the Championship Stewards any entrant who breaches fuel and/or tyre regulations. The Championship Stewards may then consider whether to issue further penalties up to and including exclusion from the Championship

14.2 Infringements of Non-Technical & Sporting Regulations issued for the Championship

14.2.1 Any driver who breaks formation or neglects to control their speed prior to crossing the start-line may be given a time penalty.

14.2.2 Any driver who does not complete any lap in the correct manner, e.g. missed chicane, may have a time/place penalty imposed on them.

14.2.3 Any driver who obtains an unfair advantage will be liable to have a time/place penalty imposed on them

14.2.4 A Championship points penalty may be imposed on any driver/entrant convicted of breaking the regulations. The maximum penalty is 50 championship points, even if this results in a negative points total. Notice of intent to impose a penalty may be conveyed at the start line at the discretion of the Clerk of the course and/or Stewards of the meeting.

14.2.5 Any driver/entrant convicted of a serious breach of the regulations may be reported to the Championship Stewards who may at their discretion take further action. This may lead to an imposition of a Championship points penalty, or exclusion from the Championship.



15 Commercial regulations

- 15.1 **The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship and/or the MSA/MSK**
- 15.2 WARNING: A breach of any of the Commercial Regulations may render the entrant ineligible for further participation within the Championship.
- 15.3 The Championship Organiser reserves the right to change the name of the Championship subject to approval of the MSA.
- 15.4 The Championship Organiser may refuse, or withdraw entry or registration to any person who has brought, or is liable to bring the Championship, the Championship Organiser, or its partners and associates in to disrepute, or any person found guilty of assault, threatening, or abusive behaviour.
- 15.5 Entrants are advised that events may be televised, or filmed, audio recordings may be made, and photographers may be present. Participants will be requested to imperatively agree to surrender all rights to the Championship Organiser. These rights may not be withheld or reassigned to any other party without the formal written permission of the Championship Organiser and material collected during the Championship may be used by the Championship Organiser for whatever purposes they may choose.
- 15.6 **Passes**
- 15.6.1 The Championship Organiser may issue passes from time to time. These passes are only valid to the person issued. These passes remain at all times the property of the Championship Organiser and may be issued, altered or withdrawn at any time at the absolute discretion of the Championship Organiser. Misuse of any passes may result in a charge of £50 being imposed.
- 15.6.2 Each entrant will receive: 1 driver and 1 mechanic's pass to the Controlled Zone (Assembly Area / Parc-Fermé / Service Parks) and 1 paddock vehicle pass. Replacements for lost passes will cost £10 which is not refundable.
- 15.6.3 Teams with more than 3 entrants are entitled to a Team Manager's pass. It is a condition of this pass that the team manager may not work or lend physical help to any driver or kart.
- 15.6.4 Mechanics must sign on with their entrant to obtain their passes. These will require photographs. The Championship Organiser must be informed of any change of mechanic, on practice day to obtain replacement passes.
- 15.6.5 Only one authorised person per entrant will be allowed access to the Controlled Zone.
- 15.6.6 All registered entrants are fully liable for any personnel and vehicle passes issued to them by the Championship Organiser and/or received on the entrant's behalf.
- 15.7 **Paddock**
- 15.7.1 It is important that the paddock reflects the same professional standard as the Championship overall. Any vehicle and/or equipment in a dirty condition will be placed at the rear of the paddock in all instances. Re-occurrence may result in paddock access being denied.
- 15.7.2 Parking-up predefined 'prime' parking spaces are available at each meeting. Entrants /Teams wishing to book these must do so two weeks in advance of the event at a cost notified. Vehicle and awning dimensions must be supplied. Advance/block bookings can be made pre season.



- 15.7.3 The circuits will be open on the day prior to testing for Pre-booked Teams to park up (this will be controlled by Club officials). Other Entrants /Teams may park up from the notified time and in designated areas.
- 15.7.4 Any generator used within the paddock area must be switched off by 23:00 each evening. Failure to do so may result in exclusion from the meeting.
- 15.8 General**
- 15.8.1 A code of conduct will be issued to all registered entrants before the first event. This will need signing as confirmation of conformity. All persons under 18 years of age and in full time education must seek permission from their school on the form provided by the Championship in accordance with regulation H.7.1 & W.1.1.3 of the MSA Yearbook
- 15.8.2 The Championship reserves the right to accept driver exchange competitors at any time during the Championship season. These drivers must be of a similar standard to those competing in the championship, however specific entry criteria will not apply. These drivers will not be eligible for championship points.
- 15.8.3 Abusive language or behaviour will not be tolerated under any circumstances. Any such inappropriate behaviour by any entrant, team or family member, may result in the exclusion from the event, and the points from that event will be forfeit.
- 15.8.4 In order to maintain the standard expected, entrants and their team members should be dressed appropriately at all times while the meeting is in progress (this means a T shirt or shirt must be worn no matter how hot the day) A strict policy of no smoking within the controlled zone is in force at all circuits, at all times.
- 15.8.5 The Championship Stewards have the right to temporarily or permanently suspend the Championship registration of any entrant/team personnel who has been reported by race Championship Organiser or officials for unprofessional conduct, either on or off the track.
- 15.8.6 All surfaces that have not been claimed for decals by the Championship Organiser or their sponsor companies, or used for the application of the starting number, are free for use. Entrants may put their own advertising on the kart, subject to meeting the relevant regulations. No display may contain offensive material. Alcohol and tobacco advertising are banned.
- 15.8.7 All entrants and/or their karts are expressly forbidden to practice or use the circuit in any type of kart from the Monday directly prior to the event unless it is an official Championship Practice Day. Any entrant reported or deemed to have done so may be excluded from that meeting.
- 15.8.8 Entrants/competitors who misses the published times for scrutineering, tyre draw/collection, etc, will incur a charge for the re-opening of the facility.
- 15.8.9 All entrants must be available to take part in the official prize giving ceremony and abide by the Championship Organiser recognised podium procedure. The drivers finishing in the first three places must attend the race awards ceremony and if requested, subsequent press interview held at the end of the day/meeting. Drivers must wear their race overalls complete with all sponsors' badging and wear any Championship cap awarded.
- 15.8.10 All entrants may be required to attend a pre-season media event.



15.9 **Kart/Race Overalls Stickers and Badges**

- 15.9.1 Drivers in each class must wear their Championship logos and decals at all times, as issued.
- 15.9.2 Suit – All drivers must display the Championship Organiser's badges on their left chest and between the shoulders on the back of the race suit. The Sponsor badge on the back should be located no more than 3.5cm below the bottom of the collar and should be placed centrally on the suit. The badge must be fully and clearly visible when seated in the kart. Only transparent wet suits worn over CIK race suits will be permitted so that Championship and Sponsors' badging can be clearly seen.
- 15.9.3 Visor Strip: All drivers helmets must display the Championship' visor strip, or any other visor strip supplied by the Championship Organiser.
- 15.9.4 Numbers: All drivers must display ONLY numbers supplied by the Championship Organiser which should not be modified in any way. The front/rear number panels must be fixed to the front/rear of the kart (mounted flat) and be displayed throughout the Championship. The panels may be trimmed in order to fit the appropriate space. No other marks, modifications, additions or deletions will be permitted to any of the Championship decals or badges.
- 15.9.5 Number Plates: the Class Sponsor decals, as supplied by the Championship Organiser, must be located above the number on the centreline of the front and rear number plates.
- 15.9.6 Front Fairing: the Class Sponsor decals supplied by the Championship Organiser must be located on the front fairing both sides of the kart. No other decal may appear above or below these decals.
- 15.9.7 Nassau Panel: The Championship Organiser claims the total area of the Nassau Panel, nothing else may be added to this panel excepting where required an on/off switch and relevant decal. At the start of the season the competitor may be asked to supply the championship with a new nassau panel which remains with the championship. The championship will apply stickers to this panel and this is the only panel that may be used throughout the meeting.



16 Index

1	Interpretation	1
2	Jurisdiction	1
3	Championship Organiser	1
3.1	Officials	1
4	Calendar of events	2
5	Categories.....	2
6	Entries	2
6.1	Licence requirements	2
6.2	Registration	3
6.3	Closing Date	3
6.4	Registration Refunds.....	3
7	General	4
8	Events.....	4
8.1	Format	4
8.2	Starting order	4
9	Scoring	5
9.2	Drop scores:	5
10	Awards	6
11	Technical Regulations	7
11.1	Parc-Fermé	7
11.2	Fuel	7
11.3	Oil.....	7
11.4	Timing Modules	7
11.5	Personal Safety	7
11.6	Chassis/Engine	8
11.7	Tyres.....	8
11.8	Numbers.....	9
11.9	Weight	9
12	Judicial procedures	9
13	Race meetings / race procedures.....	9
13.1	Entries	9
13.2	Briefings.....	9
13.3	Race Procedure.....	9
13.4	Race Finishes	10
13.5	Controlled Zone.....	10
14	Championship race penalties	10
14.1	Infringements of the Technical Regulations	10
14.2	Infringements of Non-Technical & Sporting Regulations issued for the Championship	10
15	Commercial regulations	11
15.6	Passes	11
15.7	Paddock	11
15.8	General.....	12
15.9	Kart/Race Overalls Stickers and Badges.....	13
16	Index.....	14