



Formula Kart Stars

2011 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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Scarborough
North Yorkshire
YO13 9AG
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Mobile: +44 7759758636
Email: debbie.sellers@formulakartstars.com

3.1 Officials

Formula Kart Stars – Director
Formula Kart Stars – Coordinator/Secretary
Championship Senior Clerk of Course
Championship Judicial Clerk of Course
Championship Operations Clerk
Technical Commissioner
Championship Eligibility Scrutineer
Championship Scrutineers

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
Geoff Strong
Matthew Daniels
Paul Klaassen
Ernie Salmon
Dan Carter
Mick Streek
Ben Moore
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	22 - 24 April 2011	Rowrah	Rounds 1 & 2
2	20 - 22 May 2011	3 Sisters	Rounds 3 & 4
3	17 - 19 June 2011	Glan-Y-Gors	Rounds 5 & 6
4	11 - 14 August 2011	Genk, Belgium	Rounds 7 & 8
5	2 - 4 September 2011	Whilton Mill	Rounds 9 & 10
6	23 - 25 September 2011	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 Formula Super cadet Championship	Referred to as FKS Super 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

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 Super Cadet Grade C 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*.

6 Entries

6.1 Licence requirements

6.1.1 Entrants must be in possession of a valid 2011 MSA Entrants licence.

6.1.2 Competitors 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 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. 2010 Competitors registering by 29 November 2010 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 2011, £200 on 1 February 2011, £200 on 1 March 2011, £200 on 1 April 2011.

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

6.2.6 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 2012 entry less £100 (There will be no cash refunds). After that no withdrawal is possible.



7 General

- 7.1 Competitors 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 Competitors responsibility to ensure that every person concerned with their entry observes all the provisions of the governing rules of the event. If a Parent or legal Guardian is unable to be present in person at the event he/she must nominate his/her representative in writing. The person having charge of an entered kart during any part of an event is responsible jointly and severally with the Competitor 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 Competitors 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 Competitors 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. KF3 will run 8 rounds over the first 4 weekends of the Championship calendar.

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. Competitors starting the timed qualification session but not setting a time will be placed at the back, followed by Competitors who did not start the timed qualification session, followed by Competitors excluded from the session.
- 8.2.5 Where a class is split over 2 qualification sessions:
- a) 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 Competitor
- b) 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 Competitors 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. KF3 class only all rounds to count.
- 9.2.2 Any Competitor receiving an exclusion and/or judicial penalty points on their licence in accordance with MSA regulation C 2.1.5 may not count that heat or final 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.

In the event of a tie between KF3 Competitors, the most wins will be used to determine their overall position in the Final Championship standings. Should a tie still exist the most second places and so on until the overall final standings is achieved.

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:

- a) MSA Regulation C 3.5.1 will not apply.
- b) 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 Competitors 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 C 6.5 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 2011 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 may be 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 may be carried out at any time before, during or after an event on the instruction of the Championship Clerk of Course or Championship Eligibility Scrutineer. Any fuel sampling refused will lead to the exclusion of the entrant. Fuel testing will be carried out as per MSA regulation D.34.3.

11.2.4 The Championship Eligibility Scrutineer or his appointed representative will take a sample of approximately 1 litre of fuel from the control supply and will seal the container. Fuel samples taken from competing karts will be analysed against the sample taken by the Championship Eligibility Scrutineer. The fuel from the karts must in all respects be identical with the original control sample.

11.2.5 Where facilities exist to carry out comparison testing at the circuit, a sample will be taken from the kart, which will be retained in Parc Fermé until the results are declared. If the test shows any discrepancy then for off-site testing formal samples will be taken as detailed above (11.2.3)

11.2.6 For on-site testing, if the first fuel test shows any discrepancies then a further sample will be taken, if this second test shows the same results as the first then the fuel analyst will be deemed a judge of fact.

11.3 Oil

11.3.1 The Championship will have controlled oil for MSA Cadet Class, 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. The oil may be subject to conditions of Parc Fermé. The oil issued to the Competitor 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.

11.3.2 If you have fuel samples taken for further analysis, you will be required to make a written declaration to the Championship Eligibility Scrutineer stating the make and type of oil that you have used in your fuel, and the ratio mix. The competitor will then be asked to produce 0.5 litre sample of their lubricant for the purpose of fuel testing, as per MSA 2011 year book regulation U.16.18.3



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 may 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 must 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.
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.

11.7 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, FKS Super cadet 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 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 ALL Cadet Class 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 2010 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 Super cadet shall use black numbers on White 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.

11.9 Weight

- 11.9.1 As per MSA 2011 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.

11.10 Data Logger

- 11.10.1 It is compulsory that the Alspy logger system is used by all Rotax and KF3 Competitors and must be fitted in the correct manner. An Alspy Logger unit will be loaned to each competitor at the start of the meeting and will become the responsibility of the competitor throughout the meeting. Should it be damaged in any way it will be the Competitors' responsibility to pay for the damage or the unit's replacement. The competitor will also be required to purchase the full mounting kit (unless they have already purchased one) which must be maintained in full working order. From the information gathered from the data logger any anomalies or non permitted settings will be reported to the Eligibility Scrutineer. After the evidence has been seen he may issue a non compliance document that will be passed to the Senior Clerk. If the clutch is shown not to comply with the regulations then the clerk will hold a hearing into the matter and Championship regulation 11.11 will apply. If the infringement is due to other circumstances such as wheels spinning on grass or gravel then the MSA regulation C3.5.1 a&b will not apply, the minimum penalty will be exclusion from the timed qualification, heat or final.



- 11.11 Arising from post race or post timed qualification scrutineering or judicial action, minimum action, the provisions of MSA regulations C3.5.1 a&b. This shall not apply in the case of drivers being underweight or of a technical infringement due to an incident on circuit, such as an airbox or exhaust falling off. The penalty for these infringements shall be exclusion from the race with the exception that the competitor will receive the equivalent points as a non starter behind all other non starters in that race or timed qualification.

12 Judicial Procedures

In accordance with section C of 2011 MSA Competitors and Officials Yearbook.

Any competitor nominated to carry a camera for filming purposes must surrender the camera and all equipment involved before leaving Parc Fermé. At no time may a competitor or any other person interfere with the camera equipment. It will be at the Clerks and Stewards discretion whether or not the footage is used as admissible evidence in any judicial procedure.

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 Competitors 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 Eligibility 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 Marshal 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 Competitors 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 The Championship Coordinator will bring to the attention of the Championship Stewards any Competitor 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 prior to crossing the start-line may be penalised in accordance with MSA regulation U.7.8.1 which may include being given a place penalty equivalent to the number of places gained.
- 14.2.2 Any Competitor who does not complete any lap in the correct manner, e.g. missed chicane, may have a lap, time or place penalty imposed on them.
- 14.2.3 Any Competitor who obtains an unfair advantage will be liable to have a time or 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 result in a negative point's 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 Competitor 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 point's 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 Competitor 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 Competitors 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 competitor 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 Competitors 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. Team Managers are allowed onto the dummy grid but NOT into Parc Fermé or any service area at any time.

15.6.4 Mechanics must sign on with their Competitor 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 at a cost to the competitor.

15.6.5 Only one authorised person per Competitor will be allowed access to the Controlled Zone.

15.6.6 All registered Competitors are fully liable for any personnel and vehicle passes issued to them by the Championship Organiser and/or received on the Competitor'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. Competitors /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 and not started before 07.00 in the morning. 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 Competitors 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 Competitor, 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 Competitor /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. Competitors 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 Competitors 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 Competitors who miss the published times for scrutineering, tyre draw/collection, etc, may incur a charge for the re-opening of the facility.
- 15.8.9 All Competitors 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. Competitors must wear their race overalls complete with all sponsors' badging and wear any Championship cap awarded.



- 15.8.10 All Competitors may be required to attend a pre-season media event.
- 15.8.11 Competitors in each class must wear their Championship logos and decals at all times, as issued.
- 15.8.12 Suit: All Competitors 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.
- 15.8.13 Visor Strip: All Competitors helmets must display the Championship' visor strip, or any other visor strip supplied by the Championship Organiser.
- 15.8.14 Numbers: All Competitors 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.
- 15.8.15 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.
- 15.8.16 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.
- 15.8.17 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.



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