

**BUCKMORE PARK KART CLUB LTD  
2012 WINTER CHAMPIONSHIP**

## **1. SPORTING REGULATIONS - GENERAL**

### **1.1 Title & Jurisdiction:**

The Buckmore Park Kart Club Ltd. 2012 Winter Championship is organised and administered by the Buckmore Park Kart Club Ltd. (BPKC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

**MSA Championship Permit No.** CH2012/K039

**Race Status:** Clubman

**MSA Championship Grade:** D

### **1.2 Officials:**

- |       |                         |                                                       |
|-------|-------------------------|-------------------------------------------------------|
| 1.2.1 | Co-ordinator:           | Mrs. Sheila Rose                                      |
| 1.2.2 | Eligibility Scrutineer: | Mr. Roy Baker                                         |
| 1.2.3 | Championship Stewards:  | Mr. Chris Pullman<br>Mr. Bill Sisley<br>Mr. Alan Wood |

### **1.3 Competitors Eligibility:**

- 1.3.1 Entrants must be fully paid up valid membership card holding members of the BPKC Ltd., and be in possession of a valid 2012 MSA Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the BPKC Ltd, Bayford Meadow, Beccles, Camberley, Clay Pigeon, Daytona, Dunkeswell, Forest Edge, Hoddesdon, Hunts, Lincs, Manchester & Buxton, Shenington, Trent Valley, Whilton Mill or Rochester Motor Club, and be in possession of a valid MSA Competition Licence Minimum Kart B (Novice) National Competition Licences issued by countries outside the UK will be deemed valid for British events, providing they comply with Section H 26.2.1 of the 2012 MSA Yearbook.

For competitors under the age of 18 years, please see Section U 14.1.5 of the 2012 MSA Yearbook. A competitor shall not take time off school to participate in motor sport without the prior written approval of their school

- 1.3.3 All necessary documents must be presented for checking at all rounds when signing-on.

### **1.4 Registration:**

- 1.4.1 The Registration will be automatic on receipt of correct entry form.
- 1.4.2 Registration will be free of charge.
- 1.4.3 Drivers will be required to purchase a transponder & holder as per MSA Kart Race Yearbook Appendix Section F. Transponders may be hired from the BPKC Ltd. for the computer lap scoring at a cost of £10 per meeting, plus drivers must purchase a transponder holder at a one off cost of £6 (If needed). It is the responsibility of the team and any loss or damage will have to be paid for by the driver (maximum £150). If any driver hires a transponder and leaves the circuit before the end of the event, the transponder MUST be returned to Race Control. The driver's competition licence will be held until the transponder has been returned. Transponder holders must be fitted as per MSA Kart Race Year book.

### **1.5 Championship Rounds:**

1.5.1 The Rounds are as follows:

Date:	Circuit:	Organising Club:
15 <sup>th</sup> January 2012	Buckmore Park	B.P.K.C. Ltd.
19 <sup>th</sup> February 2012	Buckmore Park	B.P.K.C. Ltd.
18 <sup>th</sup> March 2012	Buckmore Park	B.P.K.C. Ltd.

## **1.6 Scoring:**

1.6.1 Points will be awarded as follows:

Points will be given for your allocated grid position on the Final Grid, i.e. The kart in pole position for that class will score 28 points, second on the grid for that class 27 points, reducing by 1 point.

Final:

1<sup>st</sup> 55 pts, 2<sup>nd</sup> 52 pts, 3<sup>rd</sup> 50 pts, 4<sup>th</sup> 49 pts, 5<sup>th</sup> 48 pts, reducing by 1 point to 28<sup>th</sup> position who scores 25 points. All Non finishers will score 25 points, including any driver that may have taken part in a B Final and not qualified for the A Final.

1.6.2 There will be separate Championship points for Novice drivers, in this respect novice drivers will be considered as a separate class.

1.6.3 In the event of a meeting not being completed for any reason the following will apply:

1.6.4 If an event is stopped prior to the completion of the Pre Final (s) there will be no points or awards given for the event.

1.6.5 If an event is stopped after completion of the Pre Final (s) the results will be declared on the grid positions for the Final. If the event is stopped after any Repechage the results will be declared on the finishing positions of that final and the grid positions for the Final. In either case the awards will be given accordingly.

1.6.6 Championship points will be displayed on a board in the clubhouse at the following meeting.

1.6.7 The total from the 2 highest point scoring rounds will determine the final Championship points position.

1.6.8 Ties shall be resolved using the formula in Section W.1.3.4. of the 2012 MSA Yearbook.

1.6.9 An appeal against Championship points must be in accordance with Section C .6.5.1. of the current MSA Yearbook.

1.6.10 Infringement of non-technical MSA Regulations and Sporting Regulations. Any driver excluded from an event for whatever reason will count that round contributing to their total Championship score.

## **1.7 Awards:**

1.7.1 All trophies are to be provided by the BPKC Ltd.

1.7.2 Per round: One trophy per five drivers in class. (Further trophies may be awarded at the Club's discretion).

1.7.3 Championship: Based on one trophy per ten drivers in each class. (Further trophies may be awarded at the Club's discretion).

1.7.4 Presentations: Trophies for each round are to be provided at the end of the meeting presentation ceremony. Trophies for the Championship will be presented at the May club meeting.

1.7.5 Title to all Trophies: In the event of any Provisional Results or Championship tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the BPKC Ltd. in good condition within 7 days.

## **2. SPORTING REGULATIONS - JUDICIAL PROCEDURES:**

2.1 Rounds: MSA Regulation Section C of the 2012 MSA Yearbook.

2.2 Championship: MSA Regulations Section C of the 2012 MSA Yearbook.

### **3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETING & RACE PROCEDURE:**

#### **3.1 Entries:**

- 3.1.1 The organisers are responsible for mailing Supplementary Regulations & Entry Forms to all Competitors in sufficient time for entries to be able to be made prior to the published selection of entry dates for each round. Late entries will be accepted up until the Wednesday prior to the meeting. A surcharge of £15 will be charged.
- 3.1.2 Competitors are responsible for sending in correct and completed entries with the correct entry fees prior to the entry closing dates, which shall be 6 days prior to each round.
- 3.1.3 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of the entry purpose shall be the date on which the Secretary of the Meeting receives the missing or correct information or fee. All competitors under the age of 18 years must be accompanied by the holder of a Kart PG Entrant's Licence who must sign on as the Entrant of that competitor. When the holder of the Kart PG Entrant's Licence is unable to be present they may appoint in writing an Entrant's Representative to act as their agent for all purposes under these Regulations. However the holder of the Kart PG Entrant's Licence will remain fully liable and responsible under the Regulations, as principal, as if they had accompanied the Competitor. The Entrants Representative must be in possession of the Kart PG Entrant's Licence (Section H22.1.1 of the 2012 MSA Yearbook).
- 3.1.4 Any withdrawal of entry or driver/kart changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If vehicle changes are made after publication of entry list the competitor must make sure that the correct details are instead on the Scrutineering Card BEFORE Signing-on.
- 3.1.5 The maximum Entry Fee for each round shall be:  
Members of the BPKC Ltd. £45. Non-members £55.
- 3.1.6 Refund of Entry fee less a £5 administration fee will only be given if notification is given in writing and tickets/scrutineer cards are returned by the day before the meeting. Should any meeting have to be cancelled for whatever reason a £10 administration fee will be held by the Club. A credit for the appropriate fee will be held to another meeting unless informed otherwise. Any cheque that is returned to the Club will be surcharged £10 (Your attention is drawn to Section C 1.1.13 of the current MSA Yearbook).
- 3.1.7 The Organisers may accept up to 6 reserves for each class, these drivers will only be allowed to sign-on (in order) if drivers entered do not sign-on for the meeting.
- 3.1.8 In the event of any rounds being over-subscribed the Organising Club in liaison with the Championship Co-ordinator may at their discretion run heats, Pre Finals, Repechage and Finals.
- 3.1.9 Reserves are to be nominated on the Final List of Entries published in the programme, Final Instructions or Amended Sheet Bulletins. If reserves are given places after publication of the grid sheet and prior to Karts being collected on the dummy grid they will be placed at the rear of the grid.

#### **3.2 Briefings:**

- 3.2.1 Organisers will notify Competitors of the times and location for all briefings in the Supplementary Regulations or Final Instructions for the meetings. **COMPETITORS MUST ATTEND ALL BRIEFINGS.**

#### **3.3 Practice:**

- 3.3.1 The minimum period of practice shall be 3 laps. Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship

criteria and the decision of the Clerk of the Course shall be final. Drivers are asked to have their transponders on and working.

### **3.4 Qualification:**

- 3.4.1 Each driver must complete a minimum of 3 laps practice in the scrutineered engine/chassis to be raced and within the official practice period. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory as per current MSA Yearbook Q.4.5.
- 3.4.2. Each driver will take part in timed qualifying, which will set the grids for the heat(s) (If run). Each driver's quickest single lap only to count. The quickest lap takes pole position. In case of a tie, the second fastest lap will be taken to resolve the tie and then the third lap, etc. Each class/driver has an 8 minute timed practice slot. Once a driver returns to Parc Ferme their session will be complete and they will not be allowed back onto the circuit. Should a kart stop on track due to mechanical problems then this will be the end of that driver's session. Drivers MUST return directly to parc ferme, or times will be disallowed. Should the session be cut short the Clerk of the Course may deem the session to have been completed. All the drivers in the session may start their timed laps at any time from the session start, and may do as many laps as they wish in the eight 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.
- 3.4.3. It is the driver's responsibility to be on the grid with equipment for his/her timed qualifying session at the correct time. You will not be allowed to qualify in any other session. Drivers with faulty or no transponders will not record a time and start from the rear of the grid.
- 3.4.4. Any driver considered to be baulking or blocking another driver may be penalised.

### **3.5 Races:**

- 3.5.1 The standard minimum scheduled distance shall be 8 laps whenever practicable but the race distance may be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting.
- 3.5.2. The result of the heat (when run) will give the grid for the Pre Final, i.e. the winner of the heat will be in pole position for the Pre Final.
- 3.5.3. If entries are sufficient and more than one heat has to be run per class, the kart setting the fastest lap will be in pole position for Heat A, the second fastest will be in Heat B, the third will be in Heat A and so on. Drivers from Heat A that finish 1<sup>st</sup>, 3<sup>rd</sup>, 5<sup>th</sup> etc and drivers from Heat B that finished 2<sup>nd</sup>, 4<sup>th</sup>, 6<sup>th</sup>, etc will be in Pre Final A and all remaining drivers will be in Pre Final B. The top 12 drivers from each Pre Final will go forward to the Final. The remaining drivers will take part in a Repechage and the top 4 drivers will take the remaining places on the Final grid.

### **3.6 Starts:**

- 3.6.1 Starts will be as per 2012 MSA specific karting regulations U.7.7. to 7.7.2. Penalties may be imposed on the pole position driver for speed considered to be too fast or too slow. Penalties may also be imposed on the No.2 position driver if considered to have broken formation prior to the start line. Drivers who fail to take their correct position on the dummy grid when instructed, must start the race at the rear of the last row of the grid.
- 3.6.2 The use of tyre heating, heat retention devices, tyre treatments and compounds is prohibited. (Your attention is drawn to Section D.33.1 to D 34.7.1 of the 2012 MSA Yearbook).
- 3.6.3 When the Starter is ready for the race, he shall signal to the Marshal on Post 6, who will raise a Green Flag, this shall be the signal for the Karts to be released onto the track. When the Green Flag is lowered, the entrance to the track shall be closed and no further Karts shall be allowed to join the track.
- 3.6.4 Excessive weaving to warm-up tyres - using more than 50 % of the width, and falling back in order to accelerate and practice starts is prohibited.

### **3.7 Race Stops:**

- 3.7.1 Should the need arise to stop any race or practice, RED FLAGS will be displayed at the Start Line and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to slow to a safe and reasonable pace and stop at Post 5 or as directed by Marshals, this area will automatically become a Parc Ferme area. Karts may not enter the Pits unless directed to do so. Work on Karts already in the Pits must cease when the race is stopped.
- 3.7.2 If 25% or less of the race distance has been completed by the leader, the race shall be abandoned, or if possible the race shall be re-run in its entirety. Unless re-run the race will be null and void.
- 3.7.3. If more than 25% but less than 75% has been completed by the leader, the Clerk of the Course shall at his discretion, decide to:  
Abandon the race. In which case the race (result) shall be declared as the order of finishing on the last full lap completed and before the race was stopped.  
OR  
Consider the race suspended and run it as a two part race. In this case the Karts will be restarted in a single file, rolling start. The starting order for the second part of the race shall be the order at the last full lap completed, before the race was stopped. "Drivers one lap down" shall be put in their correct position i.e., behind the drivers on the same lap as the leader. The race distance shall be the number of laps required to make up the full race distance. The finishing order of the second part, shall be the finishing order of the race (drivers "one lap down" in the first part shall be deemed to have finished the race "one lap down" unless they have unlapped themselves).  
OR  
Re-run the race in its entirety. If the race is to be re-run or completed the following will apply:  
While the race is stopped, the whole course shall be considered as parc fermé and no work may be carried out to any kart. Mechanics will not be allowed on the circuit until permission is given by the Clerk of the Course and they, or Incident Marshals already on the circuit, shall not approach or touch any kart until permission is given. If/when authorised by the Clerk of the Course spark plugs may be changed and finger adjustments may be made to the carburettor settings. If a kart leaves the circuit during the stoppage it will not be permitted to rejoin the race. Any kart not racing before the incident, that caused the race to be stopped, shall not rejoin the re-started race. Karts involved in the incident that gave rise to the stoppage or who subsequently stopped racing prior to the displaying of the red flag because of the incident, may only re-join the race if the Clerk of the Course, in consultation with the Chief Scrutineer, is satisfied that a kart is safe to continue without repair, and the Chief Medical Officer is satisfied a competitor is fit to continue racing and they must start at the rear, whether it is run over the full race distance or as a two part race. Those karts that stopped after the incident that gave rise to the stoppage because they were instructed to do so or because the track was blocked, may join the restarted race in their proper place. Exceptionally, if it is decided to run the race in its entirety but becomes necessary to remove all karts from the circuit, repairs may be made and all karts that came under starter's orders for the original race will be permitted to start the re-run race from the dummy grid in their original positions.
- 3.7.4. If 75% or more of the race distance has been completed by the leader, the race will be deemed to have ended. The race results shall be declared as the order of finishing behind the leader on their last full lap completed by him and before the race was stopped.
- 3.7.5. Any driver involved in a RED FLAG incident may be requested to report to the Medical Organisation or Paramedic before continuing in the race or practice.
- 3.7.6. After timed qualifying or any race all drivers must go to the Parc Ferme area as per 2012 MSA Year Book Section U 8.1. & 8.1.1. Any driver and kart directed or requested by an official to go into the weighing/scrutineering area, should not leave this area without the specific permission or instruction of the Chief 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 legal guardian satisfy himself or herself that this permission has been given. Any driver or kart leaving this area without permission may be excluded from the event.

### **3.8 Re-Scrutiny:**

- 3.8.1 All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the race or practice.

### **3.9 Pit & Paddock Safety:**

- 3.9.1 Entrants and Entrant/Drivers must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 No karts may be driven in the paddock area.
- 3.9.3 No engines are to be run in the Paddock area at any time (with the exception of water cooled engines which may run on the dummy grid with the driver sitting in the seat before the start of the race).
- 3.9.4 Refuelling may only be carried out in accordance with current MSA Yearbook Section Q 13.1.1. – Q 13.3. , Regulations, Circuit Management Regulations and Supplementary Regulations or Final Instructions issued for the Meeting.
- 3.9.5. Only one person per competitor will be allowed access to the dummy grid and must be wearing the pass supplied. Should unauthorised team personnel be present on the dummy grid they will be asked to leave and render their driver liable to exclusion from that timed qualifying, heat, pre-final or final.
- 3.9.6. Competitors must take any used tyres home with them and not leave them at the circuit. Any competitor found to have left tyres behind may have future entries refused.

### **3.10 Race Finishes:**

- 3.10.1 After taking the Chequered Flag drivers are required to progressively and safely slow down, remain behind any competitor ahead of them, return to the Paddock area entrance as instructed, comply with directions given by Marshals or Officials. Drivers should keep their helmets on while on circuit, and only remove them when you have stopped inside Parc Ferme.

### **3.11 Results:**

- 3.11.1 All Qualifying Times, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by the Scrutineer after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

## **4 CHAMPIONSHIP RACE PENALTIES:**

### **4.1 Infringements of Technical Regulations:**

- 4.1.1 Arising from Post Practice Scrutineering or Judicial Action:  
Minimum Penalty: Current MSA Yearbook Section C 3.5.
- 4.1.2 Arising from Post Race Scrutineering or Judicial Action:  
Minimum Penalty: Current MSA Yearbook Section C 3.5.1. (a) and (b). For infringements deemed to be of a more serious nature the Clerk of the Course and/or the Stewards of the Meeting are to invoke the provisions of Current MSA Yearbook Section C 3.5.1 (c).
- 4.1.3 Infringements of non-technical MSA Regulations and Sporting Regulations issued for the Championship: As per Current MSA Judicial Procedure Regulations.

## **5. TECHNICAL REGULATIONS:**

### **5.1 General Description:**

- 5.1.1 MSA 2012 Specific Karting Technical Regulations apply, together with the 2012 ABkC Regulations within the 2012 MSA Kart Race Yearbook. ELIGIBLE CLASSES: ABkC Classes for KF3, Formula Rotax Junior, Rotax Minimax, Formula TKM Junior/Senior, KF2, Rotax Senior Max, Rotax 177, Honda Cadet, Honda Cadet Clubman, Formula Cadet and Super Cadet. The regulations for those classes offered may be found in the 2012 MSA Kart Race Yearbook. Additionally, Formula Junior Subaru is offered under MSA Competitor's and Officials Yearbook regulations U1.1.3/U1.2, (these class regulations are available from the Club) KTE-2012-135. Also WTP Cadet (Regulations available from John Mills Engineering), KTE-1012-124 and TKM 4-stroke (Regulations available from Tal-Ko Racing Ltd), KTE-2012-119 are also offered.
- 5.1.2. All classes will only be allowed **one set of slicks per competitor during a race meeting**. All slick tyres will be marked at each round. It is the competitor's responsibility to make sure that tyres are

marked and that the marks are in place at all times. Should any dispute over tyres arise a competitor's tyres may be taken and if proven to be illegal that competitor will pay for the cost of the analysis.

- 5.1.3. A photo-ionisation detector (PID) may be used for testing for chemical treatment of tyres. A reading greater than 3ppm, with the sampling probe within 5mm of any part of the tyre or tread, and where the reading is at least 50% greater than the average readings found on tyres from other competitors in the race, will be deemed evidence of chemical treatment as per MSA Competitors Yearbook regulation U 16.9.6. If chemical treatment of tyres is established before the race, using the above technique or any other, the competitor will not be allowed to race as chemically treated tyres may constitute a safety risk and contravenes U 16.9.6..
- 5.1.4. Competitors should be aware of MSA regulations Section D 25.1 – 25.1.18 and Section C 2.1.2. with reference to costs involved in eligibility checking and note that these regulations will also extend to any tests or checks made on fuel and tyres. Any competitor found to have been using fuel, tyres, or equipment not conforming to these regulations, will be subject to any costs involved in carrying out any necessary test or eligibility procedures.

## **6. APPENDICES:**

### **6.1 Competition Secretary for the BPKC Ltd.**

- 6.1.1 Mrs Sheila Rose  
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