

British Superkart Association 2017 Yearbook



MSA
BRITISH SUPERKART
CHAMPIONSHIP

BSA
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SERIES



SUPERKARTING - UK

BKC
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**BRITISH
SUPER KART**
RACING CLUB



www.superkart.org.uk



GENERAL SPORTING REGULATIONS

S1 **START PRECEDURE** - The grid formation will be 2 x 2 Line astern with karts one behind the other (not staggered but in line). The pole man will lead the way.

All starts will be slow rolling starts following a green flag lap in grid positions behind the pace car.

The race will begin at the going out of the start light until then breaking formation is forbidden.

Any drivers unable to start the green flag lap or take the start are required to indicate their situation. Any driver unable to maintain grid position on the green flag lap, to the extent that all the other karts are ahead of them, may complete the lap but must remain at the rear without overtaking. Gaps on the grid will not be filled and competitors must maintain their allocated position.

The green flag lap will be controlled by the pace car.

During the pace lap(s) drivers are to respect the position of the other drivers around them, remain in their assigned row and not encroach on their position. At the end of the lap (s) the pace car will pull into the pit lane and the driver leading the field is responsible for maintaining the speed established by the pace car until lights/flag out.

All karts should be in perfect formation as soon as is practically possible and must be in position at the completion of 50% of the final pace lap (s) unless stated otherwise in event SR's or Final Instructions. The competitor occupying pole position is responsible for setting the distance behind the pace car at the completion of 50% of the final pace lap(s) of approximately 30 metres.

The pace car observer will indicate if the distance is incorrect. The driver on the outside front row will draw level with the driver on pole. All following vehicles will line up neatly two by two, line astern, between 2 and 3 metres behind the kart in front of them. Karts must maintain their grid positions at the speed determined by the lead kart.

Falling back in order to accelerate is prohibited. Excessive weaving is prohibited and all weaving should stop at the completion of 50% of the final green flag lap (s).

A go for race start will be indicated by the lights out on the pace car prior to pulling of the circuit.

Upon successful completion of the green flag lap(s) the safety car will retire to its designated pull-off point and the race karts will proceed, maintaining constant speed and formation until the signal is given by the starter that the race shall begin.

The Clerk of the Course will communicate with the start line officials, in order that the start maybe given ,or karts will be brought to a halt on the grid by showing of the red flag for the race to be restarted.

Once the signal to start racing is given, only then, may karts break formation and overtake prior to the start/finish line.

Any breaches of the start procedure may give rise to penalties under the current MSA Kart penalty system. i.e. gaining an unfair advantage

The Chief Clerk at his discretion may direct that when the starting signal is given no kart may overtake another until they have crossed the start line.

THE STARTING SIGNAL WILL BE GIVEN BY THE EXTINGUISHING OF THE RED LIGHTS,

S2 **MAINTENANCE TO KARTS DURING RACE, PRACTICE OR QUALIFYING.** Should a kart require work to be carried out on it during a race, practice or qualifying session it MUST be done in the pit lane. Once a kart has been taken back to the paddock area it will be deemed to have retired from the session and will not be permitted back out.

S3 **PRACTICE & RACE STOPS** - Any practice/race can be stopped at the sole discretion of the Clerk of the Course by waving the Red flag at the Start/Finish line. Competitors will be warned that the race has been stopped by the simultaneous waving of the Red flag at all Flag Marshalling Posts.

All competitors should slow down and return to the re-assembly point, which will be the start/finish line unless otherwise designated in the Final Instructions. This area will automatically be considered PARC FERME until such time as the Clerk of the Course announces that Parc Ferme conditions are lifted. In qualifying/practice the Parc Ferme rules will be lifted and all competitors will be allowed to continue with the qualifying/practice session assuming their kart is safe to do so.

Any race stopped before the leader has completed two laps will be declared a "No Contest" and available karts will restart from their original grid positions. Refueling will only be allowed in the pit lane

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of a two part race. Karts will be restarted from a grid set out in the finishing order, which shall be based upon the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only karts which are under their own power at the showing of the Red Flag will be classified. The result will be the order of finishing at the end of the restarted race, unless Championship Regulations specify otherwise. The result will list all competitors who took the start in the race even if they did not take part in the restarted race and will use the first part for purposes of establishing lap records and point scoring where applicable. Any issues for any class in a Championship will be determined from the initial grid not the grid for the restarted race.

Any race stopped after the leader has completed 75% of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only karts which are under their own power at the showing of the Red Flag will be classified. If run as a two part race 5.4.2 will apply.

In the interval between stopping and restarting the race karts may return to the pit area for repairs. They may join from the pit road after all the other karts have started. Non-runners at the time of stopping can restart from the pit lane behind those referred to above. No work may be carried out on the grid unless on grounds of safety and with the approval of the scrutineer. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether.

If during any race no kart crosses the start/finish line under its own power during a period of five minutes the end of race signal shall be displayed and the results announced on the relative positions of karts at the time they last crossed the control line under their own power.

Once Parc Ferme restrictions are lifted, the pace car will be positioned at the head of the Parc Ferme Grid. The Pace Car will then leave when told to begin the restart procedure. There will be a period NOT EXCEEDING FIVE MINUTES between the lifting of restrictions and the departure of the Pace Car. At this point pushers will be allowed to take up their positions. Any competitor who is not able to get going at the restart will have to leave the circuit into the assembly area/pit lane and if able, rejoin under supervision at the back of the grid once the race has started

- S4 Post race checks - will include weight, engine type and chassis eligibility and will be at the discretion of the C of C and/or Chief Scrutineer. Drivers must present themselves for weighing after each race or practice. All drivers must report to Parc Ferme after the race has finished even if they have been recovered by a recovery vehicle
- S5 Only karts which have covered at least 80% of the distance covered by the class winner and which cross the finishing line under their own power within 4 minutes of the overall winner will be classified.
- S6 The starting grids for the first race of an event will be formed by the results of timed qualifying. The Race 2 grid will be formed by the drivers fastest lap from Race 1 and so on. Unless otherwise stated in the event SR's. At all races including those where different classes are racing together the starts will be signaled by a single light or flag i.e all together using one signal regardless of class
- S7 Track Limits - During races any Kart breaching track limits on more than 2 occasions will be given a warning flag with their number displayed at the start/finish line .Any further breaches will be dealt with by the current MSA penalty guidelines

Qualifying: ANY breach of track limits during a timed qualifying session may result in the removal of the lap time obtained at the end of the lap. This is regardless of the time set for that lap.

S8 MSA KARTING TRIAL OF CIK-FIA JUDICIAL PROCEDURES

CIK Judicial System - If specified in the event SR's the CIK Judicial System will be used at the event

The Motor Sports Council has agreed that a limited trial of the CIK-FIA system of judicial procedures will be undertaken and evaluated. This meeting is one of those selected to form part of that trial.

The judicial procedures to be applied in the Championships and will therefore be as follows:

1. All judicial decisions will be taken by the Stewards of the Meeting, not the Clerk of the Course.
2. The Clerk of the Course will, as usual, have full responsibility for the running and conduct of the meeting in accordance with the regulations. This includes the control of practice, heats and races, adherence to the timetable, the starting procedure and the stopping or suspending and restarting of races.
3. The Clerk of the Course will refer any incidents or possible breaches of the regulations to the Stewards of the Meeting, who will be responsible for investigating these and, if they deem it appropriate, imposing any penalties. The decision to show the black flag to any competitor will also rest solely with the Stewards of the Meeting, having considered a request from the Clerk of the Course.
4. The penalties to be applied by the Stewards of the Meeting will be in line with the MSA's mandatory karting penalties (as revised from time to time– see attached).
5. Any protests must be lodged as usual in accordance with C5.1.2 but they will be heard and adjudicated on by the Stewards of the Meeting, not the Clerk of the Course. The usual time limits as per C5.2 and the usual protest fees as per Appendix 1 Article 13.1 will apply.
6. Any appeals against decisions of the Stewards of the Meeting will be heard as usual by the National Court (but note article 7 below). The usual process and time limits as per C7.1 will apply, with the exception of removal of the restriction on grounds for appeal at C7.1.3. Any Eligibility Appeal must be submitted as usual in accordance with C7.2. The usual appeal fees to the National Court set out in Appendix 1 Article 13.4 will apply.
7. For the purposes of this trial, Motor Sports Council has agreed that any time, place or lap penalty imposed by the Stewards of the Meeting shall not be subject to appeal. Also, in accordance with C2.6.2, where the Stewards of the Meeting are satisfied that a physical assault or threat of physical assault has occurred, then no appeal against their sentence will be allowed.
8. Motor Sports Council has also agreed that, as a safeguard, if a competitor lodges a valid appeal (excluding the cases cited in article 9 below) the penalty will be suspended for the duration of the meeting. However, the suspensive affect resulting from the appeal does not allow the competitor to take part in the prize-giving or the podium ceremony, nor to appear in the official classification of the competition in any place other than that resulting from the application of the penalty. The rights of the competitor will be re-established if they win their appeal before the National Court, unless this is not possible due to passage of time.
9. The decision of the Stewards of the Meeting will become immediately binding notwithstanding an appeal if it concerns questions of safety (e.g. extreme breaches of C1.1.5. justifying a 30 day licence suspension), good standing (e.g. physical assault or threat of) or irregularity of entry by a competitor (e.g. fraudulent entry) or when, in the course of the same meeting, a further breach is committed justifying the exclusion of the same competitor. The decision of the Stewards must mention the existence of cases above that justify the decision being enforceable notwithstanding the appeal.

For the purposes of this trial, and in so far as it is necessary, the following regulations are varied by the authority of the Motor Sports Council (in accordance with A2.5) as required to facilitate the undertaking of this judicial procedures trial at this meeting:

(a) Regulations relating to the Clerk of the Course judicial role:

C2.3, C2.3.2, C2.3.4, C2.4, C2.5, C3.1.1, C3.2, C3.3, C5.1.1, C5.2.3, C5.3.5, C5.3.5.2, C5.4, C5.4.1, C5.6;

(b) Regulations relating to the Clerk of the Course powers and responsibilities: G5.2.18, G5.3, G5.3.1, G5.3.2, G5.3.3, G5.3.5, G5.3.6, G5.3.7, G5.3.8, G.5.3.10;

(c) Regulations regarding the Stewards of the Meeting role as an appeal body: C6.1 to C6.6 (with the exception of C6.5), G7.2.5;

(d) Regulations regarding the Stewards of the Meeting powers and responsibilities: G2.4, G2.4.3;

(e) Regulations regarding appeals to the National Court: C7.1.3, C7.3.1;

(f) Other relevant provisions:

S9 By registering for the Championships all competitors, and their associates, commit to the MSA Race 'n' Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations

Where any report of disrespectful conduct are judged to be well founded the championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to the MSA

<p>COMPETITORS' COMMITMENTS</p> <p>I WILL: Race for enjoyment Try my best at all times Race fairly Be polite and treat everyone with respect Not show off if I win Not get upset if I don't win</p>	<p>VOLUNTEER OFFICIALS' & ORGANISERS COMMITMENTS</p> <p>I WILL: Recognise that there are different groups within the racing family and treat them appropriately Create a welcoming, friendly and safe environment for everyone Treat every competitor fairly and encourage others to do so Recognise that as a representative of the sport, I have a duty to be polite and treat racers, volunteers and supporters with respect</p>
<p>TEAMS' COMMITMENTS</p> <p>WE: Accept that racing is primarily about enjoyment Will not put pressure on young racers to achieve results Will recognise that junior racing is about skill acquisition, not about winning events and championships Will never speak or behave inappropriately. Will encourage all racers to respect the rules and the authority of the officials Will never encourage a racer to break or bend the rules, nor to drive in a manner that could cause injury to themselves or others Recognise this is not Formula 1</p>	<p>PARENTS & GUARDIAN'S COMMITMENTS</p> <p>I WILL: Encourage my young driver to have fun and enjoy racing Not put pressure on my young driver to take part Not impose my own ambitions on my young driver Not expect my young driver to win and recognise that the benefits of junior racing lie in the skill acquisition and not about winning events and championships Not criticise my young driver when they make mistakes Never encourage my young driver to break or bend the rules Respect other competitors and their families and applaud their success Respect the decisions of the officials at all times</p>

2017 KARTING PENALTIES
- STEWARDS (CIK TRIAL)
Summary of Mandatory Penalties

The following penalties are as defined on the Stewards Decision Notification and accompanied by the Stewards Decision Notification Explanations issued by MSA. These are mandatory penalties.

Note: 10 Seconds or 1 Lap Penalties are not subject to Appeal

INFRINGEMENT / DESCRIPTION	PENALTY
(C)2.3.2.	Gaining an Unfair Advantage 10 Seconds or 1 Lap Penalty
(C)1.1.5.	Driving in a manner incompatible with general safety 1 Lap Penalty or Race Exclusion
(C)1.1.5.	Driving in a manner incompatible with general safety - Aggravated Contact Race Exclusion or Meeting Exclusion & Consideration of licence suspension
(C)1.1.6.	Contravention of flag signal <u>before or after Race</u> - ¼ Black/Yellow / Yellow 10 Seconds Penalty
(C)1.1.6.	Contravention of flag signal <u>during Race</u> - ¼ Black/Yellow / Yellow 1 Lap Penalty
(C)1.1.6.	Contravention of flag signal - Ignore Technical Flag Twice Black Flag
(C)1.1.6.	Contravention of flag signal - Black Flag (ignored more than once) Race Exclusion or Meeting Exclusion
(C)1.1.9.	Abusive Language, Behaviour or Assault - Race Exclusion (4 points)
(C)1.1.9.	Abusive Language, Behaviour or Assault - Serious Meeting Exclusion (6 points) & Consideration of licence suspension
(H)33.1.3.	Failure to attend Drivers' Briefing (recommend £50) Fine of £.....
(H)33.1.4.	Failure to obey an Official of the Meeting Race Exclusion (4 points) or Meeting Exclusion (6 points)
(C)3.1.1.	Scrutineer Non-Compliance Report, vehicle or component ineligible Race Exclusion or Meeting Exclusion
(U)17.29	Underweight Race Exclusion
(U)8.1.	Failure to report to Scrutineering Race Exclusion or Meeting Exclusion
(C)2.3.4/(U)17.5.5	Incorrectly positioned front fairing - race 10 Seconds penalty
	Incorrectly positioned front fairing - TQ Deletion of fastest time
(U)17.5.5	Attempting to tamper with or reattach the front fairing during race / timed qualifying Race Exclusion
	Intentionally reattaching the front fairing after chequered flag Meeting Exclusion & Consideration of Referral to MSA

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Stewards issuing penalties against other breaches of regulations as defined in (C)2.1.

TECHNICAL REGULATIONS

All karts competing on Long Circuits must comply with these Technical Regulations

Modification, addition, variation or tuning other than specifically permitted in these regulations is prohibited

IF IN DOUBT DON'T

Anyone requiring clarification or definitions concerning the Technical content of these regulations should apply in writing to the BSA

The approval of a vehicle or component herein is an indication of acceptance solely for the purpose of these regulations, and is not to be taken as a guarantee or warranty as to the standard of its design or manufacture, or its fitness or suitability for any use to which it may be put

T1 Noise Control and Noise Testing

T1.1 Noise Testing – In order to reduce the noise, efficient exhaust silencers are compulsory. The noise limit in force is 102 dB/a maximum, including all tolerances and the influence of the environment. The noise will be measured at a distance of 0.5 metres from the exit of the silencer and at an angle of 45 degrees. The noise will be measured at an engine speed of :-

Division 1 Superkart - 7000 rpm (A F250 Mono Superkart running in Div. 1 is 5500 rpm)

F250 National & F450 National - 5500 rpm.

F125 Open - 7000 rpm

F125 ICC - 7000 rpm

Specific local noise regulations and monitoring will take precedence over these regulations.

T1.2 All gearbox karts (CIK Division 1 not required) must have a current or previously homologated CIK intake box correctly fitted, or one that is approved by the BSA for that class.

A CIK homologated box must not be modified with the exception of drilling holes in the mounting flange and drilling a maximum of two holes in the box wall, for the sole purposes of mounting on Gearbox karts.

The carburettor adapter is free providing a petrol tight joint is made between the box and the carburettor.

T1.3 The following boxes have been approved by the BSA for use on gearbox karts with the exception of KZ (UK) :-
Single Cylinder FIS/2RV Motivation Design and Development Filtered Induction System Assembly, side fitting for rotary valve gearbox class engines, fitted with Pipercross foam filter element.

Twin Cylinder FIS/2T Motivation Design and Development Filtered Induction System Assembly, side fitting for rotary valve twin cylinder gearbox class engines, fitted with Pipercross foam filter element.

Single Cylinder FIS/2PR Motivation Design and Development Filtered Induction System Assembly, for 450ccc single cylinder four stroke engines and reed valve or piston port induction single cylinder two stroke gearbox class engines, fitted with Pipercross foam filter element. It must be fitted with the intake trumpets facing towards the ground

Single Cylinder FIS System 4 Clark Filtered Induction System Assembly, for 450cc single cylinder four stroke engines on Long Circuit ONLY

Single Cylinder Motiv A.F.I.S System 1 Filtered Induction System Assembly for F250 National engines on Long Circuit ONLY.

The KGR 13768 intake box is approved for F450 National

T1.4 Unless specifically authorised exhaust lengths may not be varied whilst the kart is in motion

T1.5 Regulation T1.6, T1.7 and T1.8 are mandatory for F250 National, F125 Open and F125 KZ (UK) (Division 1 & 2 Superkarts are covered by the CIK Regulations for Superkarts and T1.1 above)

T1.6 Karts shall be provided with an exhaust silencer lying approximately parallel to the rear axle of the kart, and fed by a gas-tight tubular link pipe of a minimum 300mm length from the exit of the expansion chamber to the entrance of the silencer/muffler.

T1.7 The link pipe must have a bend of approximately 180 degrees for the engines exhaust ported to the rear. For engines exhaust ported to the front, the bend must be between approximately 45 degrees and approximately 180 degrees.

T1.8 The muffler must have an external minimum cross section of 100mm and a minimum canister length of 380mm. The canister must be used with muffling material and/or baffling plates to be an efficient silencer. The exhaust exit diameter of the canister must be no greater than 38mm.

T1.9 Regulation T1.10 and T1.11 are mandatory for F450 National

T1.10 Karts shall be provided with an exhaust silencer lying across and over the rear axle of the kart in a downward facing direction, and fed by a gas-tight header pipe from the exit of the engine to the entrance of the silencer/muffler.

T1.11 The muffler must have an external minimum cross section of 100mm and a minimum canister length of 380mm. The canister must be used with muffling material and/or baffling plates to be an efficient silencer. The exhaust exit diameter of the canister must be no greater than 38mm.

T1.12 Attention must be given to silencing systems maintenance. With the published reductions to permitted levels it is important that flex connections and joints are checked regularly and made good. Exhaust silencers which are capable of being repacked can suffer from declining performance and it is essential that repacking is carried out in accordance with manufacturer's instructions

- T2 Fire Extinguishers: All drivers must have present at race meetings a fire extinguisher to BSEN3 or EN3 standard with a minimum 55B rating. Environmental scrutineers will carry out spot checks in the paddock. (Note: Type B means for use with flammable liquids, and the 55 refers to the capacity. The actual extinguisher is not specified, but Halon is no longer legal in the UK. Fire extinguishers must be kept at the entrance to the competitors pit space at all times.
It is recommended that competitors with enclosed awnings have a minimum of a 2kg foam or powder extinguisher, and if more than one private competitor is sharing the awning then a minimum of two 2kg extinguishers be available. Commercial enterprises should be aware of the health and safety at work legislation and provide a minimum of two 6kg foam or powder extinguishers to be placed at the entrance of the awning
- T3 Where there is a dual linkage between master cylinder, the mandatory requirement for a secondary dual connection is waived. The prime connection may be either solid or cable operated, with a secondary safety cable set looser to act as a back up in case of failure. Drum Brakes are not permitted. Brake discs must be made from ferrous material. When a cable is used, a minimum of 1.8mm is mandatory. MSA Blue Book U16.10.5 to 16.10.9
- T4 Drive by wire and traction control devices are expressly forbidden.
- T5 **Gear Change (All classes including Div. 1 & 2 Superkarts)**
- T5.1 Gear change in F125 Open, F125 KZ (UK), F250 National, F450 National must be mechanical with no electrical, electronic, hydraulic or pneumatic operation or assistance. No form of ignition control to aid gear changing is permitted, for example continuous traction systems (cts)
- T5.2 Registered disabled drivers that have lost the use of major limbs such as arms and legs are exempt from regulation T5.1 above. All devices used must be approved by the BSA Championship Eligibility Scrutineer before use. Disabled drivers are denoted by a Rear Number plate displaying the letter `D`
- T.6 **BODYWORK & BUMPERS**
All gearbox karts must be fitted with Bumpers and/or Bodywork providing front, rear and side protection unless specifically varied in class regulations. On long circuit all forms of bodywork styles are permitted unless stated otherwise in specific class or championship regulations. It should however be understood that the use of one or all of wing(s) (L/C style), front fairing and side pods that are above the horizontal plane passing through the top of the front and rear tyres (L/C style) will attract a higher minimum weight limit. (see specific class regulations for details)
- T6.1 **Definitions**
Long Circuit style bodywork trim (U17.19 & 17.19.1, 17.19.2) is defined as any combination wings (either full width or part width), side pods which are above the plane of the top of the front to rear tyres, or a full width front fairing to 17.23.2. Wings are not mandatory. If a front fairing is mandatory it will be specified in class regulations.
U17.19.3 - No part of the bodywork including wings and end plates, shall be adjustable from the driving seat in racing conditions when the kart is in motion
- T6.2 Short circuit style bodywork trim (U17.18, 17.18.1, 17.18.2, 17.18.3) is defined as including mandatory bodywork to general Short Circuit kart regulations unless varied in class regulations. Lateral bodywork and front fairings must never cut the plane through the top of the front and rear tyres. Rear vertical wing ends are permitted if the class regulations allow but any form of wing or winglets or fully enveloping body panels are not permitted. Flooring as U16.6 for short circuit karts.
- T6.3 **FRONT** (U17.12 to U17.12.11)
All karts must have a front bumper consisting of at least two steel elements complying with the following:-
- A steel upper bar mounted in parallel above a steel lower bar, with a minimum diameter of 18mm and a minimum wall thickness of 1.5mm, both bars being connected with 2 vertical tubes and welded to the upper rail as a minimum, and presenting a vertical flat face.
 - Allow the attachment of the front fairing whenever a mandatory requirement.
 - Be attached to the chassis frame by 4 points.
 - Have a front overhang of maximum 350mm.
 - Have the lower bar straight and with a width of 150mm minimum in relation to the longitudinal axis of the kart.
 - Have the attachments of the lower bar parallel (in both horizontal and vertical planes) to the axis of the chassis; they must be 155mm minimum apart and centred in relation to the longitudinal axis of the kart at a height of 60mm ± 20mm from the ground.
 - Have the upper bar straight and with a width of 250mm minimum in relation to the longitudinal axis of the kart.
 - Have the upper bar 170mm minimum and 220mm maximum above the ground.
 - Have the upper bar attachments 500mm ± 50mm apart and centred in relation to the longitudinal axis of the kart.
 - Have the attachments of the upper bar and the lower bar welded to the chassis frame.
 - At no time have its upper element exceeding the height of the foot pedals, with the pedals in the relaxed position.

Short Circuit Style Front Fairing (U17.5, 17.5.1, 17.5.2, 17.5.3, 17.5.4) (Drawing 6) must:

- Under no circumstances be located above the plane through the top of the front wheels.
- Not comprise any sharp edges.
- Have a maximum gap between the front wheels and the back of the fairing of 150mm (with the wheels in the straight ahead position).
- Have a front overhang of 650mm maximum.

Long Circuit Style Front Fairing (U17.23 to U17.23.2)

The front of the nose of the bodywork must not constitute a sharp angle but must have a minimum radius of 20mm. Front fairings must be such that it is possible for the front bumper to comply with the requirements. They must not be wider than the front wheels when in the straight ahead position. The top of the fairing will be above the horizontal plain passing through the top of the front tyres. The use of this type of front fairing will attract a higher weight limit than the S/C type.

Front (Nassau) Panel (U17.6 , U17.6.1, U17.6.2, U17.6.3, U17.6.4, U17.6.5)(Drawing 6)

The front panel must:

- Not be located above the horizontal plane through the top of the steering wheel.
- Allow a gap of at least 50mm between it and the steering wheel
- Not protrude beyond the front fairing.
- Have its lower part solidly attached to the front part of the chassis-frame.
- Have its top part solidly attached to the steering column support with one or several independent bar(s).

Front Bubble Shield (U17.22, U17.22.1, U17.22.2, U17.22.3, U17.22.4)

Should a complete bodywork and bubble-shield be used, the bubble shield shall be connected to the bodywork by no more than four quick release clips and have no other fixing device. Should the bubble shield be a separate structure, its maximum width shall be 500mm and a maximum width of its fixing frame of 250mm

The bubble shield must be neither located above the horizontal plane passing through the top of the steering wheel nor be less than 50mm from any part of the steering wheel. At the bottom, the bubble shield shall end symmetrically 150mm minimum from the pedals in their normal resting position and must expose (not cover) the feet and ankles. When viewed from above

In all cases, when the bubble shield is removed, no part of the bodywork shall cover any part of the driver seated in the normal position as seen from above.

It is permitted to attach the bubble shield to the Nassau panel and its fixings providing it is approved by the scrutineer when inspected.

T6.4 **REAR BUMPER** (U17.11.1 & U17.13 to U17.13.12)

The Rear Bumper measurements will be taken as follows:

For the upper element, the measurement will be taken to the top of the tube

For the lower element it will be measured to the top of the tube and then the diameter of that tube subtracted, the result being the official measurement of height.

Where a gap is specified, this will be measured between the bottom of the upper element and the top of the lower element. All measurements to be taken with the kart in dry condition.

The Rear Bumper must:

- Be constructed of magnetic steel tubing with a minimum outside diameter of 18mm and a minimum wall thickness of 1.5mm.
- Consist of a minimum of two horizontal and parallel tubes, with outer extensions forming a closed loop with a minimum radius of 2 ½ times the tube outside diameter, with two vertical link tubes to the chassis anchorage points (as per Drawing 5, Diagram 2).
- The vertical gap between any two horizontal elements must not exceed 95mm. Should that maximum dimension be exceeded there must be at least one element – minimum outside diameter of 18mm and minimum wall thickness of 1.5mm - fitted approximately centrally and vertically seen from the rear either permanently fixed or clamped between these horizontal elements.
- Have its upper tube and uppermost extension element between 220mm and 280mm above the ground and be a minimum of 1100mm length, and a maximum of the overall kart width.
- Have its upper tube and extension loops made of a single piece of tubing.
- Have its lower tube fixed horizontally between the main uprights or the end of the chassis main tubes, between 40mm & 90mm above the ground in dry configuration, be straight and a minimum of 600mm in length. If the kart is fitted with a diffuser, with a minimum of 4 vertical strakes, not more than 20mm from the bumper, the minimum height of the lower element must be between 75mm and 165mm
- Alternatively, and for long circuit only, the lower tube must be between 100mm and 140mm above the ground in dry configuration, be straight and a minimum of 600mm in length
- On the side view, have a rearward rake of between 0 and 45 degrees to the vertical.
- In the case where a vertical bumper is fitted, have the extension loops strengthened by triangulated steel braces to the chassis to reduce folding in onto the rear tyre.
- Have an overall width not exceeding the rear width of the kart at any time (measured outside the rear wheels or tyres, whichever is the greater).
- Cover at least 50% of each rear wheel/tyre at all times.
- Have any attachment fasteners made of high tensile steel.
- Not be an alternative design/material or an adjustable width bumper, except with specific written approval from the MSA.
- Have any studs with more than 3 threads protruding from the rear of the kart covered with the appropriate nuts, caps or suitable protective cover.

T6.5 SIDES.

Side Bumpers (U17.14 through to U17.17.4)

These side bumpers are mandatory in all configurations whenever CIK crash tested bodywork is not used.

Side bumpers must:

- Be made from magnetic steel tubing with a minimum outside diameter of 18mm and a minimum wall thickness of 1.5mm.
- Consist of two bars each side of the kart both bars being connected with 2 tubes and welded together, and presenting a vertical flat face, and they must be attached to the chassis frame by a minimum of 2 points. These 2 attachments must be parallel to the ground and must be a minimum of 450mm apart
- Have a clearance between the bars and the tyres not exceeding 100mm (with front wheels in the straight ahead position).
- Not extend beyond the plane through the outside of the front and rear tyres, with the front wheels in the straight ahead position (dry configuration).
- At all times cover a minimum of 66% of the rear tyres.

The lower bar must:

- Not exceed the height of the top of the rear axle.
- Have a minimum straight length of 500mm.
- Be 60mm \pm 20mm from the ground.

The upper bar must:

- Be joined to the lower bar at each end and also include two additional uprights.
- Have a minimum straight length of 400mm.
- Be 200mm \pm 20mm from the ground

Short Circuit Style Side Pods (U17.10 to U17.10.8)(Drawing 6) must:

- Under no circumstances be located either above the plane through the top of the front and rear tyres or beyond the plane through the external part of the front and rear wheels (with the front wheels in the straight ahead position). In the case of a "Wet Race" side pods may not be located outside the plane passing through the outer edge of the rear wheels.
- Not be located inside the vertical plane through the two external edges of the wheels (with the front wheels in the straight ahead position) by more than 40mm.
- Have a ground clearance of 25mm minimum and 60mm maximum.
- Have uniform and smooth surfaces that must not comprise holes or cuttings other than those necessary for their attachment.
- Have a maximum gap between the front of the side pods and the front wheels of 150mm.
- Have a maximum gap between the back of the side pods and the rear wheels of 60mm.
- Not overlap the chassis-frame seen from underneath.
- Be solidly attached to the side bumpers

All Long Circuit Style Bodywork, bubble and Wing (U17.20 through to U17.21.6) must :

- Be soundly constructed of a non-metallic material.
- If plastic be splinter-proof.
- Be designed to provide maximum safety for the driver and other competitors both during normal racing and in any accident.
- Not present any sharp edges.
- No part of the bodywork other than the bubble but including wings and end plates, shall:
- Be higher than 600mm from the ground (except for structures solely designed as head-rests with no possible aerodynamic effect).
- Extend beyond the rear bumper.
- Be nearer to the ground than the floor tray. Except the side pod under lip which may be immediately under the floor tray but not in any way constitute or resemble a skirt.
- Extend laterally beyond the plane of the front and rear tyres (with the front wheels in the straight ahead position and with the wheels in their outermost position), except in the case of a wet race (see Drawing 7, Diagram 9).
- Have a width of no more than 1400mm
- Have a gap of less than 25mm between any part of the bodywork and the tyres when in a straight ahead position

The top of the side pods will be above the horizontal plain passing through the top of the front and rear wheels.

The use of this type of side pod will attract a higher weight limit than the S/C type

Front, Rear and Side protection

Front and Rear bumpers and side protection bars complying with CIK Regulations for Superkarts are also permitted

T6.6 **Dimensions** (U16.4, 16.4.1, 16.4.2, 16.5, 16.5.1, 16.5.2)

Wheelbase

Minimum

125 KZ - 101cm,
125 Open - 101cm.
250 Nat. - 106cm.
450 Nat. - 106cm.

Maximum

125 KZ - 107cm,
125 Open - 127cm.
250 Nat. - 127cm.
450 Nat. - 127cm.

Track - Minimum two thirds wheelbase

Maximum Overall length - 210cm

No part of the kart can protrude outside the quadrilateral formed by the front fairing, rear bumper and outer face of the wheels and tyres, nor be higher than 65cms from the ground (except for a structure solely designed as a head rest

T6.7 **FLOOR TRAY** (U17.24 to U17.24.5)

Shall be of flat construction. From 230mm ahead of the rear axle, the floor tray may have an angle orienting it upwards (extractor). If the latter has one or more vertical side fins, they must not protrude beyond the plain formed by the flat part of the floor tray. Neither the floor tray nor any other part of the bodywork shall in any way resemble a skirt

It shall not extend beyond either front or rear bumpers. Its width shall conform to and not exceed the dimensions of the bodywork including wings and end plates. It is not allowed to cut lightening holes in the floor tray.

T6.8 No part of the kart other than the bolts or clamps fixing the floor, the engine, the seat and seat stays, or brake disc, front kingpin bolts, the sprocket, the wheels and the tyres, may protrude below the bottom of the main longitudinal chassis rails. The floor tray may be clamped direct to the lower edge of the main longitudinal chassis rails.

T6.9 Carbon Fibre or Kevlar bodywork is specifically permitted in F125 Open, Division 1 Superkarts, F250 National and F450 National.

T6.10 **Number Plates.**

The number plates on the front and two sides must conform to L/C size (U17.26)

The number plates must be square with sides of 25cm. Minimum

The numbers must be 20cm high minimum with a minimum stroke of 3cm.

The numbers must be of the 'Classic' type as shown below represented with an **Arial** type font:

1-2-3-4-5-6-7-8-9-0 - E - GP

The Number plate colours shall be :-

F125KZ (UK) - Green and may be S/C size number plates all round

F125 Open - Blue

F250 National - White

F450 National - Red

Division 1 & 2 Superkart - Yellow

It is permitted to have a short circuit size number plate on the rear only. (220mm x 220mm)

A novice plate on Long Circuit will consist of a yellow plate 22cm x 22cm with a black diagonal cross with strokes 15cm x 2.5cm

British & BSA National Champions will display the number 1 on the respective background colour.

The UK Cup will be a ZERO on the respective class number plate

The British Grand Prix winner will display GP on a white background. The G in red and the P in blue.

The English Champion will display E on the appropriate class coloured number plate

T6.11 **Transmission (Axle) (U18.8.1)**

The axle wall thickness at all points (except in keyway housings) must comply as minimum to the dimensions shown in the table below.

Exceptionally axles for use in 210 and 250 National and 450 National classes with a diameter greater than 40mm must have a minimum wall thickness of 2.9mm. **Please also refer to class regulations for any variations.**

Maximum External Diameter (mm)	Minimum Thickness (mm)	Maximum External Diameter (mm)	Minimum Thickness (mm)
50	1.9	37	3.4
49	2.0	36	3.6
48	2.0	35	3.8
47	2.1	34	4.0
46	2.2	33	4.2
45	2.3	32	4.4
44	2.4	31	4.7
43	2.5	30	4.9
42	2.6	29	5.2
41	2.8	28	Solid Axle
40	2.9	27	Solid Axle
39	3.1	26	Solid Axle
38	3.2	25	Solid Axle

T7 **Engines**

T7.1 New engines for F250 National and F450 National will only be allowed to Register on a three year basis. The next permitted update of engines in F250 National will be for the 2016 season and F450 National for 2018 Engines being put forward for registration should be presented for inspection to the MSA.

T8 **Fuel :** Fuel must be a maximum of 102 octane. It must comply to either the regulation in the MSA Yearbook under Section B, Appendix 1: Tables or CIK Annuaire.

The Championships may specify a control fuel (see specific Championship regulations for details)

All systems of injection and/or spraying of products other than fuel is forbidden.

The use of power boosting or octane boosting additives by competitors in any fuel is prohibited.

Some power/octane boosters are carcinogenic.

It is mandatory to place the fuel tank between the main tubes of the chassis frame, ahead of the seat and behind the rotation axis of the front steering. Side tanks are not permitted

T9 **Wheels and Tyres :**

T9.1 It is recommended that the Nyloc nuts that retain the wheels to the hubs be changed ideally every time or certainly frequently. It is also RECOMMENDED not to use hammer guns for the tightening of wheel nuts.

T9.2 F125 Open - 5" or 6" diameter wheels and tyres with a maximum tyre size width of 8" rears and 5.5" fronts may be used. It is not permitted to mix 5" and 6" tyres on the same axle line

For long circuits all wheels must be fitted with some form of bead retention inside and outside. Bead retention as a minimum is defined as a wheel with a minimum of a 0.5mm raised lip on the inner edges of the tyre housing

For all gearbox karts both rear outer rims must in all cases Incorporate additional bead retention consisting three pegs at equidistant positions applicable to the outside rims on both 5" & 6" wheels. Applicable on both wet and dry tyres.

T9.3 F125 KZ (UK) - As per specific class regulations

T9.4 F250 National - Either 5" or 6" wheels and tyres can be used. It is not permitted to mix 5" and 6" tyres on the same axle line. Championships may specify 6" only

T9.5 F450 National - 6" wheels and tyres only can be used.

T9.6 Tyres are open to those homologated by the CIK for the periods 2011 through to 2019 unless stated otherwise in the specific class rules and Championships when the manufacturer may be limited to either a specific type, make or makes.

T9.7 For all gearbox karts, valve caps must be fitted to all valves at the start of each race or practice session. Metal caps are RECOMMENDED

T9.8 The use of chemical treatment on tyres is expressly forbidden. Any competitor found using chemical treatment on tyres in contravention of MSA Blue Book, will be banned from racing at all BSA clubs and all BSA Championships for a minimum of one year. Drivers may appeal any decision to the BSA Executive Committee.

- T10 The use of on board camera equipment is prohibited unless authorised by the event organisers and the Chief Scrutineer. Permission must be sort from the Clerk of the Course before commencement of racing
The installation of the camera equipment must be part of the pre-race scrutineering process to ensure it is safely installed.
We encourage and approve of the properly controlled use of cameras. Circuit rules prevail which may ask for prior approval in advance of the event
- T11 It is forbidden to attach ballast to the seat but only to the main tubes of the chassis frame or to the floor tray with at least two bolts of a minimum diameter of 6mm
- T12 It is recommended that a non return valve be fitted to the petrol tank breather pipe.
- T13 For Long Circuit all rear axles must be fitted with a circlip – or a similar effective hub retaining device – on each end of the axle

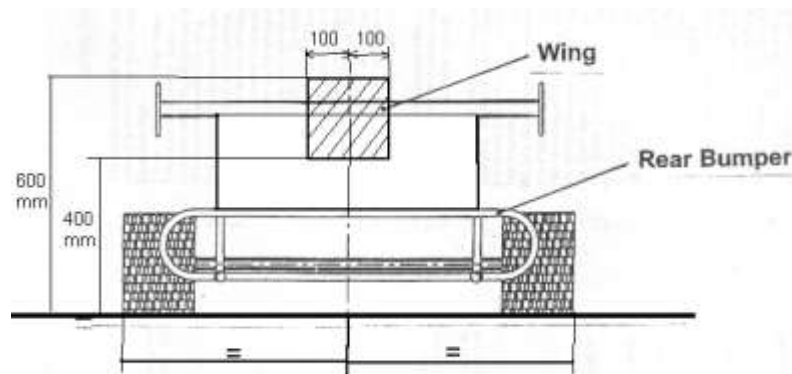
T14 **Rear Lights : Applicable ALL classes (with wing or without)**

- T14.1 A rear facing high intensity light will be permanently illuminated when wet tyres are fitted to the kart and/or a race is designated as a wet race or instructed to do so by the Clerk of the Course. Only lamps having a high-intensity, polarised light source will be permitted. **Only the lights registered for use with the MSA/CIK** will be eligible. The lens shall have a minimum surface area of **28cm²** and the illumination must be visible from a point 45 degrees either side of centre line. The lamp unit will be mounted securely, forward of the rear bumper and the whole illuminated area of the light is to be positioned in the area shown in the diagram below, in wet and dry tyre configuration.

The light must be able to be switched on by the driver when seated in the normal driving position, by means of a **switch** and not by wires joined together or terminals connected to a power source.

Karts with lights not switched on when a race is declared wet will not be let out onto the circuit from the Assembly Area or Pit Lane.

T14.2



- T14.3 **Camera - (J5.21.5.)** The mounting of any camera must be specifically approved by the Chief Scrutineer. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method. Where cameras are fitted by professional TV or film companies, the Chief Scrutineer has discretion to approve non-mechanical mountings."

SPECIFIC CLASS REGULATIONS

T15 **FORMULA 125 KZ (UK)**

- T15.1 This class mimics the CIK KZ2 class in most respects except for chassis homologation and certain relaxations on engine homologation, gear ratios and exhaust homologation. These long circuit regulations are for all intentional purposes the same as those on short circuit. The only exception is where mandatory long circuit rules prevail such as leathers, pegged rear tyres and rear hazard lights.
- T15.2 **Chassis** : Any chassis complying with MSA Yearbook regulations for gearbox karts. All chassis main parts must be firmly secured together on the chassis frame. Flexible connections are only authorised for the conventional steering knuckle support, and for the steering system. All other devices with the function of one, two or three dimensional joints are forbidden. The chassis frame is the central and main supporting element of the entire vehicle. It must have the necessary strength in order to be able to absorb the loads which are produced when the vehicle is in motion. Any hydraulic, pneumatic or elastomeric elements for damping chassis oscillation are forbidden. A brake disc protector in accordance with MSA competitors and officials yearbook regulations is mandatory. (U16.10.10)
- T15.3 **Bodywork** : Sidepods, front fairing and front Nassau panel to MSA Yearbook regulations & where appropriate Appendix 4 are required to be fitted at all times. Only short circuit bodywork configuration as detailed above in regulation T6.2 is permitted in this class. A bubble conforming to MSA Year Book U17.22 and Diagram 7 and 8 is permitted as an alternative, or addition, to a Nassau panel. Wedge shaped front fairings are not permitted.
- T15.4 **Engine** : Any water cooled single circuit* single cylinder reed valve engine where all parts of the engine must be homologated by the CIK for the KZ2 class. Maximum cylinder cubic capacity 125cc. *An additional inner circuit for the normal functioning of a thermostat is allowed. The original parts of the homologated engine parts must always comply with and be similar to the photographs, drawings and physical heights described on the homologation form.
- T15.5 **Tuning Regulations** :
- T15.5.1 All modifications to the homologated engine are allowed including mix and match of cylinder, cylinder head and crankcase from different homologation periods of the same manufacturer, except:
- (a) Inside the engine
 - Stroke
 - Bore (outside maximum limits)
 - Connecting rod centre line
 - Number of transfer ducts and inlet ports in the cylinder and crankcase
 - Number of exhaust ports and ducts. The creation of new exhaust ducts and ports is forbidden
 - The total exhaust opening is 199 degrees maximum as per CIK KZ2 and KZ1 regulations.
 - (b) Outside the engines
 - Number of carburettors (1 only) and diameter of choke
 - External characteristics of the fitted engine, except for machining necessary for the application of bar code stickers (via homologation extension)
- T15.5.2 (a) The reed-valve block (dimensions and drawing) must be according to the homologation form. Reed-valve box cover is free. Reed petals may be varied so long as they fit the manufacturer's reed block.
- (b) Modifications of external appearance of the engine does not include the fixations of the carburettor, of the ignition, of the exhaust, of the clutch or of the engine itself, providing that their homologation position is not modified.
- (c) Ignition systems must be CIK homologated for the class, digital ignitions are not permitted
- (d) Cylinder head volume must be a minimum of 13cc using the CIK specification plug insert and measured as per CIK method see Appendix 5. Ambient temperature is defined as any temperature between -5 degrees C and + 50 degrees C. Spark plugs are free but must be un-modified and the thread must not protrude into the combustion chamber when fully tightened. Modification to the spark plug thread is not permitted except for helicoil repair so long as the repair is to the full depth of the thread.
- (e) All systems of injection and/or spraying of products other than permitted fuel are forbidden
- (f) It is permitted to add a mass to the ignition rotor : it shall be fixed by at least 2 screws, without any modification to the homologated rotor.
- T15.6 **Silencing** : See regulations T1.1 to 1.10 above.
- Intake. See Appendix 3 of the kart race yearbook. CIK Homologated air intake box mandatory, the filtered type is mandatory
- Exhaust. See Appendix 3 of the kart race yearbook. Homologated exhaust is not mandatory, the magnetic steel sheet metal thickness must be 0.75mm minimum.

- T15.7 **Carburettor** : Carburettor made of aluminium, with a venturi type diffuser with a maximum diameter of 30mm round. The carburettor must be the Dell'orto VHSH 30 (CS) or (BS) Code 9303. The carburettor must remain strictly original. The only settings allowed may be made to: the slide, the needle, the floats, the float chamber, the needle shaft (spray), the jets and needle kit, subject to all the interchanged parts being of Dell'orto origin. The incorporated petrol filter and the plate (part no. 28 on the technical drawing No. 7) may be removed, if they are kept, they must be original.
- T15.8 **Transmission** : Changes to the gear ratios are permitted, except that the number of gears must remain six. Control must remain mechanical, without any servo system or ignition cut system.
- T15.9 **Brakes** : Brakes as MSA Blue Book U 16.10
- T15.10 **Tyres** : This class is limited to 5" diameter wheels with a maximum tyre width of 7.1".
Dry Tyres: Dunlop DFH F/Z (CIK 'option' Homologated) Front 10 x 4.5 x 5. Rear 11 x 7.1 x 5

Wet Tyres: Dunlop KT14. Front 10 x 4.50 x 5, Rear 11 x 6.50 x 5.
- T15.11 **Weight** : Minimum 180kgs Short Circuit trim
- T15.12 **Plates** : Green number plates with white numbers.
- T15.13 **Age** : The class is open to any driver aged 16 or over on long circuit. Novice drivers are permitted on long circuit (closed to club and National B events only).

T16 **FORMULA 125 OPEN - Long Circuit**

T16.1 Introduction : This class is for water cooled, 125cc, single cylinder engines with a minimum bore of 53.9mm and a maximum stroke of 54.6mm. Fitted with a gearbox with a minimum of 3 forward gears and a maximum of 6 forward gears. The British Superkart Association offers the only National Championship for this class in the UK. **KTE 2017-345**

T16.2 **Chassis** : Must conform to current MSA Year Book. All chassis main parts must be firmly secured together on to the chassis frame. Flexible connections are only authorised for the conventional steering knuckle support, and for the steering system . All other devices with the function of one, two or three dimensional joints are forbidden. The chassis frame is the central and main supporting element of the entire vehicle. It must have the necessary strength in order to be able to absorb the loads which are produced when the vehicle is in motion. Any hydraulic, pneumatic or elastomeric elements for damping chassis oscillation are forbidden.

T16.3 **Bodywork** : Either Short or Long Circuit style bodywork may be fitted to the kart. A bubble conforming to MSA Yearbook U17.22 and Diagram 7 and 8 is permitted as an alternative to a Nassau panel. Short circuit style front, side and rear bumpers complying with MSA Regulations are permitted when fitted with short circuit style bodywork, except for the CIK rear protection system

T16.4 **Engines Eligibility** :

Any water cooled engine with a single cooling circuit that is previously or currently registered/homologated for the 125 Open, 125 National, CIK Formula C, CIK KZ1 and KZ2.

The engine must have a maximum of 3 exhaust ports/passages and a maximum of 6 transfer ports/passages

T16.5 **Tuning Regulations** : Modifications to the engine are allowed.

- a) Engines may be fitted with a piston from any other eligible engine with the same nominal bore
- b) The bore and stroke may not be modified beyond the maximum 125cc capacity
- c) Crankshaft must be from the manufacturers parts list, but may be modified. For example, stuffer plates may be added, balance holes may be drilled and/or filled.
- d) The engine may be fitted with a connecting rod from any other eligible engine. The length can be from 105mm to 115mm between centres. The connecting rod must be made entirely from magnetic steel
- e) The engine may be fitted with a cylinder and head from a previous or later models of the same make providing the crankcase and/or cylinder stud centres are not changed
- f) Two piece cylinder heads are allowed. Heads must be original manufacture. Head volume is free choice
- g) The crankcase may have its volume changed by machining or adding stuffing material
- h) To accommodate different connecting rods and pistons the cylinder head, cylinder base and top and the crankcase deck may be machined. Extra cylinder gaskets or spacers may be fitted

Ignitions : May be self generating and/or battery powered. Ignitions are open choice but timing and cartography may under no circumstances be modified whilst the kart is in motion

T16.6

T16.7 **Carburation** : All air and fuel for combustion must pass through a single carburettor from the following list :

Dell Orto	Kiehen	Mikuni	Lectron
PHBE, PHM, PHSB, VHSB, VHSC, VSHS	PWK, PWM, PJ	VM, TM, TMX	Power Jet, Power Jet High Velocity

The carburettor may be bored or modified

Electronic carburation systems are not permitted

T16.8 **Expansion Chambers** : Free choice of design but made from magnetic steel only

T16.9 **Noise Control** : See regulations T1.1 to 1.10 above.

T16.10 **Transmission** : Free choice of gearbox and primary gears

T16.11 **Brakes** : Brakes to MSA Yearbook section U16.10.1 to U16.10.9

T16.12 **Wheels and Tyres** : 5" or 6" diameter wheels and tyres with a maximum tyre size width of 8.0" rears and 5.5" fronts may be used. It is not permitted to mix 5" and 6" tyres on the same axle line. Only CIK homologated tyres are permitted from the periods 2011 to 2019 unless unless stated otherwise in the Championship regulations

T16.13 **Weight** : L/C Style Bodywork 195kgs minimum. S/C Style Bodywork 180kgs minimum.

T16.14 **Plates** : Blue number plates with white numbers.

T16.15 **Age** : The class is open to any driver aged 16 or over on long circuits. Novice drivers are permitted on long circuit (closed to club and National B events only)

T17 **FORMULA 250 NATIONAL**

This class is nominated by the MSA to be the 2016 British Superkart Championship class.

This class is restricted to MSA registered single cylinder engines. Engines must be of a maximum of 250cc. Engines of 180cc or more must be designed to have no more than five gears, or modified to have no more than five operational gears, and with piston and/or reed valve induction into the original induction tract. Provided they are registered with the MSA in the appropriate time period 'kit engines' are permitted, e.g. engines using donor parts from an existing engine or upgrade parts for an existing engine. Any alternative parts registered to fit an existing engine must be direct replacements without any requirement for machining of the original engine. A new registration period commenced 01.01.2016

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The next period for inclusion of new engines commences 1.1.2019.

The Rotax 257 in five or six speed form is permitted.

So long as the silhouette of the crankcase, the sprocket output orientation position and bore and stroke of the engine remains unchanged, evolution model numbers are accepted if complying with F2.4. References to Section U refer to the MSA Yearbook.

T17.1 **Chassis** : Any chassis complying with MSA Yearbook Regulations for gearbox karts. All chassis main parts must be firmly secured together on to the chassis frame. Flexible connections are only authorised for the conventional steering knuckle support, and for the steering system. All other devices with the function of one, two or three dimensional joints are forbidden. The chassis frame is the central and main supporting element of the entire vehicle. It must have the necessary strength in order to be able to absorb the loads which are produced when the vehicle is in motion. Any hydraulic, pneumatic or elastomeric elements for damping chassis oscillation are forbidden. The Minimum wheelbase is 106cm.

T17.2 **Engine** : Eligible engines are as follows :

Rotax 257 (either five or six gears)	WIWA Gas Gas K250
Cagiva WMX 250/88 Cross	DEA Technology - SK250 Single (engine)
Honda CR250.	Kit Engines/Alternative Parts :
Kawazaki KX250.	THR Engineering - THR02-14 (kit engine)
KTM 544/545/546/548.	THR Engineering - THR SS250 (kit engine)
Moto TM Cross 250.	Viper Racing UK - SK250S (kit engine)
Suzuki RM250 Z to V (1982 -1997 inc.)	Viper Racing UK - EVO250S (kit engine)
Yamaha YZ250.	Viper Racing - SK250S1 (engine)
	IAMEX30 Super Shifter 175cc
	DEA Technology - SK250 Single pneumatic exhaust valve (alternative parts - Cylinder)
	PFP - Victory - CR250R (alternative parts - Crankshaft)

So long as the silhouette of the crankcases, the sprocket output orientation position and the bore and stroke of the engine remains unchanged evolution model numbers are acceptable.

T17.3 **Tuning Regulations** for engines 180cc – 250cc:

Modifications to the engine are allowed, provided the following are not varied.

- Stroke
- Bore (outside maximum limits)
- Connecting rod centre line. Connecting rod must be magnetic material only
- Crankshaft must be on the manufacturers parts list
- External appearance of the engine other than carburettor, ignition system, carburettor rubber mounting, clutch cover, engine mounting points. It is permitted to remove any kick start mechanism bumps and bosses on the back of the crankcase and the addition of a fuel pulse pump adapter is permitted.
- Number of carburettors (1 only). The material magnesium is not permitted.
- All systems of injection and/or spraying of products other than permitted fuel are forbidden.
- No form of electronic carburation system

T17.4 The ignition system type is open BUT the electronic unit box and the coil must receive only one feeding energy source of the rotor/stator or of a battery and one crankshaft pick-up signal in order to set the ignition signal. The advance and cartography may under no circumstances be modifiable whilst the kart is in motion under normal racing conditions

- T17.5 **Tuning Regulations** for kart production engines up to 179cc:
 No modifications to the engine are allowed unless stated below, and provided the following are not varied.
 Polishing and Machining is permitted
- a) Stroke
 - b) Bore (outside maximum limits stated on the fiche or registration document) Piston must not exceed the maximum bore on the registration document but need not be original equipment
 - c) Connecting rod centre line (magnetic material only), must be on manufacturer's parts list for the engine
 - d) Crankshaft must be on the manufacturer's parts list for the engine
 - e) External appearance of the engine, colour may be changed
 - f) Carburettor: Only Dell'Orto Type VHSB with VHSB 39 as the largest permitted carburettor. The material magnesium is not permitted. All parts may be changed so long as they are genuine and on the carburettor manufacturer's parts list. Tuning is permitted.
 - g) All systems of injection and/or spraying of products other than permitted fuel are forbidden
 - h) Reed petals may be varied so long as they fit in the manufacturer's registered reed block
 - i) The ignition system(s) as registered with the engine (mapping must remain as per the manufacturer's specification)
 - j) Exhaust pipe as described in the registration document
 - k) The number of ports and ducts in the engine may not be varied
 - l) The head volume may not be less than 17cc measured as per the CIK method described in Appendix 5 of the kart race yearbook. The minimum squish is 0.9mm
- T17.6 **Noise Control** : See regulations T1.1 to 1.10 above
- T17.7 **Transmission. Gearbox** for engines over 179cc - maximum of five gears except for the Rotax 257 which can be used in 5 or 6 speed form. Gear Ratios can be varied.
- Transmission. Gearbox** for engines up to 179cc - maximum of six operational gears Ratios may not be varied and must remain as registered with the engine.
- T17.8 **Transmission (Axle)** (U18.8.1)
 In F250 National the rear axle shaft must have a minimum wall thickness of 2.9mm.
- T17.9 **Brakes** : Brakes to MSA Yearbook section U16.10.1 to U16.10.
- T17.10 **Wheels and Tyres** : 6" diameter wheels and tyres only must be used with a max. tyre width of 8".
 Only CIK homologated tyres are permitted from the periods 2011 to 2019 unless stated otherwise in the Championship regulations or SR's
- T17.11 **Weights** – The minimum weight with driver on the completion of any part of the event :
 For karts with engines over 179cc will be 195kgs short circuit or 200kgs if a wing is fitted with any other sidebar combination, or 208kgs when racing in a long circuit meeting or in long circuit trim,
 For karts with engines up to 179cc will be 180kgs short circuit or long circuit or 190kgs if a wing is fitted with any other sidepod or sidebar combination or in long circuit trim.
- T17.12 **Plates** : White number plates with black numbers.
- T17.13 CIK Crash tested bodywork is only permitted if fitted with bumpers (front & side) specified in U17.2 to U17.12.11 and U17.14 through to U 17.17.4 of the MSA Yearbook
- T17.14 **Age** : The class is open to any driver aged 16 or over on short circuits and aged 17 and above on long circuits. A novice driver may compete on long circuit (only at closed to club or National B events).

T18 **FORMULA 450 NATIONAL**

This class is a performance equivalent to the existing 250 National class and is limited to series production 4 stroke single cylinder engines of a maximum of 450cc designed to have no more than five gears, or modified to have no more than five gears. Engines must be readily available production units.

Where engine manufacturers have different specifications of the same base engine (e.g Moto X, Super Moto etc) crossover of parts will be permitted between these engine model types but each variant must be registered

Engines will be registered for a three year period commencing Jan 2015 after which new engines may be registered following a registration process every three years. Engines once registered will remain on the list for three periods (nine years). The next period for inclusion of new engines commences 1.1. 2018

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T18.1 **Chassis :** Any chassis complying with MSA Yearbook Regulations for gearbox karts. All chassis main parts must be firmly secured together on to the chassis frame. Flexible connections are only authorised for the conventional steering knuckle support, and for the steering system . All other devices with the function of one, two or three dimensional joints are forbidden. The chassis frame is the central and main supporting element of the entire vehicle. It must have the necessary strength in order to be able to absorb the loads which are produced when the vehicle is in motion. Any hydraulic, pneumatic or elastomeric elements for damping chassis oscillation are forbidden.

The Minimum wheelbase is 106cm.

T18.2 **Engine :**

4 stroke series production single cylinder engines up to a maximum of 450cc. All components except ignition, piston, connecting rod and cam clamping blocks must be OEM parts as at the time of manufacture. The connecting rod must be magnetic material. All OEM parts must be on the manufacturers parts list for the model type registered.

Apart from those listed in the tuning regulations below all other OEM parts cannot be modified.

Eligible Engines are :

Honda CRF 450R (2004, 2005 & 2006)

KTM SMR & SX-F (2010 -2012)

Yamaha YZ450F Z,A,B & D (2010 – 2013)

T18.3 **Tuning Regulations :**

Modifications to the engine are allowed, provided the following are not varied.

- a) Stroke
- b) Bore (outside maximum limits)
- c) Connecting rod centre line and connecting rod centres
- d) Crankshaft
- e) Camshafts
- f) External appearance of the engine must be as original except for the ignition system and oil feed system.
- g) Number of carburetors if fitted (1 only).
- h) All systems of injection and/or spraying of products other than permitted fuel are forbidden.
- (i) Fuel injection is permitted only if Original Equipment Manufacture on the model being registered.
- (j) It is not permitted to have an electronic connection to a carburettor unless this was standard OEM at manufacture

Permitted Modifications

- (a) (b) The OEM cylinder head may be gas flowed and polished
- (b) Slipper Clutches are permitted
- (c) The addition of a fuel pulse pump adapter is permitted
- (d) In the interests of reliability the fitting of an alternative oil feed system to the engine is permitted

Because it is common practice for engine manufacturers not to put unique numbers on replacement crankcases should a competitor need to change crankcases it is required that the crankcases being replaced be presented to the Championship eligibility scrutineer who will transfer over the number from the engine crankcases being replaced onto the new crankcases.

T18.4 The ignition system type is open BUT the electronic unit box and the coil must receive only one feeding energy source of the rotor/stator or of a battery and one crankshaft pick-up signal in order to set the ignition signal. The advance and cartography may under no circumstances be modifiable whilst the kart is in motion

T18.5 **Noise Control :** See regulations T1.9 to 1.11 above

T18.6 **Transmission (Gearbox) :** maximum of five gears. The engine Manufacturers ratios within the registration must be maintained.

T18.7 **Transmission (Axle) (U18.8.1)**

In F450 National the rear axle shaft must have a minimum wall thickness of 2.9mm.

- T18.8 **Brakes** : Brakes to MSA Yearbook section U16.10.1 to U16.10.9
- T18.9 **Wheels and Tyres** : 6" diameter wheels and tyres only must be used with a max. tyre width of 8". Only CIK homologated tyres are permitted from the periods 2011 to 2019 unless stated otherwise in the Championship regulations
- T18.10 **Weights** – The minimum weight with driver on the completion of any part of the event will be 199kgs with just bumpers and side bars. If a wing is fitted to the above the weight will be 204kgs. The weight with any other form of bodywork will be 218kgs
- T18.11 **Plates** : Red number plates with White numbers
- T18.12 CIK Crash tested bodywork is only permitted if fitted with bumpers (front & side) specified in U17.2 to U17.12.11 and U17.14 through to U 17.17.4 of the MSA Yearbook
- T18.13 **Age** : The class is open to any driver aged 17 and above on long circuits. A novice driver may compete on long circuit (only at closed to club or National B events).

The following Technical Regulations are for the CIK Division 1 & 2 Superkart classes and are key extracts from the 2017 CIK Annuaire. For full details of the complete regulations appertaining to Superkarts please consult the 2017 CIK Annuaire.

MSA/BSA Exceptions to the CIK regulations are shown also where appropriate. KTE – 2017 - 348

The CIK reference numbers have been used for the CIK specific rules.

- 2.4.1 Wheelbase : The minimum : 106cm Maximum : 127cm
Track : at least 2/3 of the wheelbase used
Overall length : 210 cm maximum Overall Width : 140cm Maximum
Height - 65cm maximum from the ground, seat excluded
- 2.4.3 Ballast : The ballast cannot be attached to the seat but only to the main tubes of the chassis-frame or to the floor tray with at least two bolts of a minimum diameter of 6mm
- 2.5 Bumpers :
They are compulsory front, rear and side protections. These bumpers must be made of magnetic steel.
- Front bumper**
- 2.5.1.2 **Long circuits**
The front bumper must consist in at least 2 steel elements: a steel upper bar mounted in parallel above a steel lower bar, with a minimum diameter of 18 mm and a minimum thickness of 1.5 mm, both bars being connected with 2 tubes and welded together, and presenting a vertical flat face.
* The front bumper must permit the attachment of the mandatory front fairing.
* It must be attached to the chassis-frame by 4 points.
* Front overhang: 350 mm minimum.
* Width of the lower bar: straight and 150 mm minimum in relation to the longitudinal axis of the kart.
* The attachments of the lower bar must be parallel (in both horizontal and vertical planes) to the axis of the chassis; they must be 220 mm minimum apart and centred in relation to the longitudinal axis of the kart at a height of 60 +/-20 mm from the ground.

* Width of the upper bar: straight and 250 mm minimum in relation to the longitudinal axis of the kart.
* Height of the upper bar: 170 mm minimum and 220 mm maximum from the ground.
* The attachments of the upper bar must be 500 mm +/-50 mm apart and centred in relation to the longitudinal axis of the kart.
* The attachments of the upper bar and the lower bar must be welded to the chassis-frame.
- Rear bumper**
- 2.5.2.2 **Long circuits**
* The mandatory bumper must consist in at least 2 steel elements: a steel upper bar mounted in parallel above a steel lower bar, with a minimum diameter of 18 mm and a minimum thickness of 1.5 mm, both bars being connected with 2 tubes and welded together.
* Width of the lower bar: straight and 600 mm minimum in relation to the longitudinal axis of the kart.
* Height of the lower bar: 120 +/-20 mm from the ground.
* Width of the upper bar: straight and 1000 mm minimum in relation to the longitudinal axis of the kart.
* Height of the upper bar: 230 +/-20 mm from the ground.
*The unit must be fixed to the frame in at least 2 points, possibly by a supple system, and must be 1,100 mm wide as a minimum; its maximum width : that of the overall rear width.
*Its ends may not have any angular part and shall comprise a bending with a minimum radius of 60 mm, including in the volume located immediately behind the wheel (anti-intusion system).
- Side bumpers**
- 2.5.4.2 **Long circuits**
* The bumper must consist in at least 2 steel elements: a steel upper bar mounted in parallel above a steel lower bar, with a minimum diameter of 18 mm and a minimum thickness of 1.5 mm, both bars being connected with 2 tubes and welded together, and presenting a vertical flat face.
* They must be attached to the chassis-frame by 2 points minimum.
* These 2 attachments must be parallel to the ground and perpendicular to the axis of the chassis; they must be 520 minimum.
* Minimum straight length of the bars:
 500 mm for the lower bar
 400 mm for the upper bar.
* Height of the upper bar: 200 +/-20 mm from the ground.
* Height of the lower bar: 60 +/-20 mm from the ground.

- 2.7.2 Bodywork : No part of the bodywork including wings and end plates shall :
- Be higher than 60 cm from the ground (except for structures solely designed as head rests with no possible aerodynamic effect)
 - Extend beyond the rear bumper
 - Be nearer the ground than the floor tray
 - Extend laterally beyond the outside of the rear and front wheels (with the front wheels in the straight ahead position), except in the case of a wet race
 - Have a width of more than 140cm
 - Have a gap of less than 25mm between any part of the bodywork and the tyres
 - Be adjustable from the driving seat in racing conditions when the kart is in motion.

Body work, bubble shield and wing must be of a non-metallic material. Should a complete bodywork and bubble shield be used, the bubble shield shall be connected to the bodywork by no more than four quick release clips and shall have no other fixing device. Should the bubble shield be a separate structure, its maximum width shall be 50 cm and the maximum width of its fixing frame 25 cm.

The bubble shield must neither be located above the horizontal plane passing through the top of the steering wheel nor be less than 5 cm from any part of the steering wheel. At the bottom the bubble shield shall end symmetrically 15 cm minimum from the pedals in the normal resting position and shall expose the feet and ankles.

In all cases, when the bubble shield is removed, no part of the bodywork shall cover any part of the driver seated in the normal position seen from above.

The front of the nose of the bodywork must not constitute a sharp angle but must have a minimum radius of 20 mm. Front fairings must be such that it is possible for the front bumper to comply with requirements of this article and must not be wider than the front wheels when in straight ahead position.

The floor tray shall be flat construction and must have a curved beading edge. From 23 cm ahead of the rear shaft, the floor tray may have an angle orienting it upwards (extractor). If the latter has one or two side fins, they must not protrude beyond the plane formed by the flat part of the floor tray. Neither the floor tray nor any other part of the bodywork shall in any way resemble a skirt.

It shall not extend beyond either front or rear bumpers. Its width shall conform to and not exceed the dimensions of the bodywork including wings and end plates. It is not allowed to cut lightening holes in the floor tray.

- 2.16.1 Engine : By engine is meant the propelling unit of the vehicle in running order, including a cylinder block, sump and possible gearbox, ignition system, carburetor(s) and exhaust silencer.
- All systems of injection are forbidden. The spraying of products other than the fuel is forbidden. The engine shall not comprise a compressor or any super-charging system. In Superkart a cooling system by air or liquid is authorised. Only water is authorised for liquid cooling.
- Engines must be approved by the CIK-FIA with the manufacturers official spare parts catalogue (see approval regulations)

- 2.19.1 Noise Testing :

MSA/BSA Exception

The noise testing will be as per Regulation T1.1. unless otherwise stated in Event SR's

- 2.20 Fuel Tank : The total fuel tank capacity must be 19 litres maximum. The exit aperture must not be more than 5mm.

It is mandatory to place it between the main tubes of the chassis frame, ahead of the seat and behind the rotation axis of the front steering. Side tanks are not permitted

BSA Exception :

Fuel. In Division 1 a Carless 102 octane control fuel (Hyperflo 250) will be used.

BSA Exception :

The use of chemical treatment on tyres is expressly forbidden. Any competitor found using chemical treatment on tyres in contravention of K134, will be banned from racing at all BSA clubs and all BSA Championships for a minimum of one year. Drivers may appeal any decision to the BSA Executive Committee.

BSA Exception :

Front, Rear and Side bumpers complying with MSA Regulations may also be used.

SPECIFIC REGULATIONS for SUPERKART DIVISION 1

9.1 Engine

Maximum cylinder cubic capacity: 250 cc obtained:
either by one engine (maximum 2 cylinders) cooled by natural air flow or water cooled,
or by 2 single-cylinder engines homologated in ICC.

Types of engines allowed :

a) «Rotax 256» as registered by the former CIK, with 110, 113 or 115 mm connecting rod. Any other engine registered by the former CIK. Mechanical carburettors and «Power-Valves», both without electronics. Ignition: the electronic unit box and the coil must receive only: one feeding (energy source of the rotor/stator or of a battery) and one crankshaft pick-up signal in order to set the ignition signal. **BSA Exception**

b) «Rotax 256» with substitution parts approved by the CIK-FIA (according to the list of requirements supplied by the Manufacturer and a production quota of 15 engine kits). Mechanical carburettors and «Power-Valves», both without electronics. Ignition: the electronic unit box and the coil must receive only: one feeding (energy source of the rotor/stator or of a battery) and one crankshaft pick-up signal in order to set the ignition signal. Limitation of gearbox ratios according to appendix No. 6 - **BSA Exception**

c) Engines from 250 cc motorbike Grand Prix competitions designed prior to 2001, approved by the CIK-FIA and complying with the basic model sold by the Manufacturers, including carburettors, «Power Valves» and ignition (according to Manufacturers' official catalogue).

d) Specific new engines approved by the CIK-FIA (according to list of requirements supplied by the Manufacturer and a production quota of 10 full and identical engines). Mechanical carburettors and «Power-Valves», both without electronics. Ignition: the electronic unit box and the coil must receive only: one feeding (energy source of the rotor/stator or of a battery) and one crankshaft pick-up signal in order to set the ignition signal. For engines with two dephased cylinders, it is allowed to mount two independent ignitions with two sensors

The advance and cartography may under no circumstances be modifiable from the drivers seat under normal racing conditions.

e) 2 single cylinder engines of the same make homologated in ICC or KZ. Homologated gearbox (check of the ratios using a graduated disc, according to the method described under Article 12 of the Technical Regulations). Ignition: the electronic unit box and the coil must receive only: one feeding (energy source of the rotor/stator or of a battery) and one crankshaft pick-up signal in order to set the ignition signal. Combustion chamber volume: free. Carburettor: free but mechanical, without electronics. Exhaust and make of the exhaust: free. Total exhaust opening angle: free.

f) any engine approved by the CIK for use in the 250 Mono Cup

Eligible Engines :

Any currently or previously CIK homologated engines or alternative parts for Division 1

Ignition :

BSA Exception - The advance and cartography may under no circumstances be modifiable whilst the kart is in motion

Gearbox:

BSA Exception - Gear ratios are open

Tyres :

BSA Exception - 6" CIK Homologated tyres only from the periods 2011 – 2019 unless otherwise stated in the Championship regulations.

Minimum weight:

one single cylinder engine: 208 kg including the bodywork; minimum weight of the kart itself: 98 kg without the bodywork and without fuel;

other engines: 218 kg including the bodywork; minimum weight of the kart itself: 113 kg without the bodywork and without fuel

SPECIFIC REGULATIONS

2017 MSA BRITISH SUPERKART CHAMPIONSHIPS



- 1.0** The MSA British Superkart Championship package will also incorporate the BSA National Championships for Division 1 Superkarts, The BSA F250 BSA Cup and the BSA F450 Challenge. See the specific regulations for The F250 BSA Cup, F450 Challenge.

1.1 SPORTING REGULATIONS - GENERAL

The MSA British Superkart Championship for F250 National Superkarts is administered by THE BRITISH SUPERKART ASSOCIATION in accordance with the General Regulations of the Royal Automobile Club Motor Sport Association (incorporating the provisions of the International Sporting Code of the FIA), the sporting regulations in the 2017 BSA Regulations Booklet and these Championship Regulations.
Championship No. CH2017/K003 MSA Championship Grade: A

1.1.1 SPORTING REGULATIONS - JUDICIAL PROCEDURES

CIK Judicial System - If specified in the event SR's the CIK Judicial System will be used at the event

MSA KARTING TRIAL OF CIK-FIA JUDICIAL PROCEDURES

The Motor Sports Council has agreed that a limited trial of the CIK-FIA system of judicial procedures will be undertaken and evaluated. This meeting is one of those selected to form part of that trial.

The judicial procedures to be applied at this meeting will therefore be as follows:

1. All judicial decisions will be taken by the Stewards of the Meeting, not the Clerk of the Course.
2. The Clerk of the Course will, as usual, have full responsibility for the running and conduct of the meeting in accordance with the regulations. This includes the control of practice, heats and races, adherence to the timetable, the starting procedure and the stopping or suspending and restarting of races.
3. The Clerk of the Course will refer any incidents or possible breaches of the regulations to the Stewards of the Meeting, who will be responsible for investigating these and, if they deem it appropriate, imposing any penalties. The decision to show the black flag to any competitor will also rest solely with the Stewards of the Meeting, having considered a request from the Clerk of the Course.
4. The penalties to be applied by the Stewards of the Meeting will be in line with the MSA's mandatory karting penalties (as revised from time to time— see attached).
5. Any protests must be lodged as usual in accordance with C5.1.2 but they will be heard and adjudicated on by the Stewards of the Meeting, not the Clerk of the Course. The usual time limits as per C5.2 and the usual protest fees as per Appendix 1 Article 13.1 will apply.
6. Any appeals against decisions of the Stewards of the Meeting will be heard as usual by the National Court (but note article 7 below). The usual process and time limits as per C7.1 will apply, with the exception of removal of the restriction on grounds for appeal at C7.1.3. Any Eligibility Appeal must be submitted as usual in accordance with C7.2. The usual appeal fees to the National Court set out in Appendix 1 Article 13.4 will apply.
7. For the purposes of this trial, Motor Sports Council has agreed that any time, place or lap penalty imposed by the Stewards of the Meeting shall not be subject to appeal. Also, in accordance with C2.6.2, where the Stewards of the Meeting are satisfied that a physical assault or threat of physical assault has occurred, then no appeal against their sentence will be allowed.
8. Motor Sports Council has also agreed that, as a safeguard, if a competitor lodges a valid appeal (excluding the cases cited in article 9 below) the penalty will be suspended for the duration of the meeting. However, the suspensive affect resulting from the appeal does not allow the competitor to take part in the prize-giving or the podium ceremony, nor to appear in the official classification of the competition in any place other than that resulting from the application of the penalty. The rights of the competitor will be re-established if they win their appeal before the National Court, unless this is not possible due to passage of time.

- 1.5 Entry fees will be paid direct to the organising club at the rate notified on the club entry form. Dishonoured cheques will be reported to the MSA and licences may be suspended.
- 1.6 Each event should have at least 2 races. Race distance will be a minimum of 12 minutes for events containing five or more sessions and a minimum of 15 minutes for events containing four sessions. Force Majeure may be the reason for less than minimum. In a case where Force Majeure changes or cancels an event, organisers will be due all fees. Unless otherwise stated in the event SR's
The starting grids for the first race of an event will be formed by the results of timed qualifying. The Race 2 grid will be formed by the drivers fastest lap from Race 1 and so on. Unless otherwise stated in the event SR's
Or in the case of Force Majeure the current Championship positions will be used.
All non finishers of the first race will be allowed to race in the second race at the discretion of the Clerk of the Course.
- 1.7 All organising clubs must comply with the minimum standards laid down by the BSA for a Championship event. Levy Fees will be paid by the event organizer to the British Superkart Association. Levy fees will be £12 per capita (except for Series Rookies)
- 1.8 It is a requirement that all karts must have a transponder fitted and working at ALL times the vehicle is on the track. Failure to do so WILL result in the driver not receiving a time or race finish
- 2.0 SCORING**
- 2.1 Points will be awarded to the first 20 finishers in each race as follows :-
40,35,32,30,28,26,24,22,20,18,16,14,12,10,8,6,5,4,3,2 and 1 Point to all finishers.
- 2.2 In the event of a tie in points between two or more drivers the better-discarded results will be counted to resolve it. If a tie still exists the number of best places will be counted. Should neither of these methods be effective the driver who beats the most people will win i.e. total number of starters in qualifying events count for each driver involved in the tie, if still not resolved a count back of people beaten in each driver discarded rounds to count. Should none of these methods be effective the Championship will be decided by a method specified by organising clubs.
- 2.3 A results and information service will operate at all events and be available to all drivers from the BSA marquee or race admin. office. Updated points and results from each round will be posted at the start of all Championship events or may be requested in writing from the Series Co-ordinator by enclosing a SAE with first class stamp. Official confirmation of results is the responsibility of the organising club for each event.
- 3.0 AWARDS**
- 3.1 Event organisers will be responsible for provision of awards at meetings for each class, the numbers to be specified in SR's. No cash awards are allowed, only trophies or goods. A prize/trophy presentation will take place at each event and drivers should attend to collect awards. If this is not possible another person may be asked to collect the award for the driver. If the award is not collected it may be disposed of as the club organising the event decides. Championship awards and other prizes provided by sponsors will be presented at a special end of season awards evening. The venue for which will be announced later.
- 3.2 Trophies will be awarded for each event, the winner of the event will be the highest aggregate points scorer across all races of the day. Unless otherwise stated in event SR's.
In the event of a tie the drivers qualifying times will decide.
- 3.3 The highest placed driver in the MSA British Championship using an engine from the pre 2013 list will be presented with the Clubman Trophy at the end of the season.

4 CHAMPIONSHIP CALENDAR

4.1 MSA British Superkart Championship

MSA British Superkart Championship for F250 National will comprise of 6 events having at least two races per event. Each race will be a round of the championship and therefore a points scoring opportunity.

1	April 7/8th	Bishopscourt (NI)
2	April 29/30th	Croft
3	July 9th	Cadwell Park
4	Aug. 19th	Snetterton
5	Sept. 2/3rd	Anglesey
6	Oct. 21st	Oulton Park

For 2017 drivers will count 80% of his/her best scoring rounds to the nearest number downwards. Therefore there will be 14 races with the best 11 to count in British Championship
In the event of races being abandoned then the 80% rule will be used to re-calculate the figure

4.2 BSA National Championship for Division 1 Superkart

BSA National Championship for Division 1 Superkart will comprise of 4 events having at least two races per event. Each race will be a round of the championship and therefore a points scoring opportunity.

1	April 7/8th	Bishopscourt (NI)
2	June 4th	Donington Park (BGP)
3	July 9th	Cadwell Park
4	Aug. 19th	Snetterton

For 2017 drivers will count 80% of his/her best scoring rounds to the nearest number downwards. Therefore there will be 8 races with the best 6 to count in British Championship
In the event of races being abandoned then the 80% rule will be used to re-calculate the figure

4.3 F250 BSA Cup

The BSA F250 BSA Cup will comprise of 6 events having at least two races per event. Each race will be a round of the championship and therefore a points scoring opportunity.

1	April 7/8th	Bishopscourt (NI)
2	April 29/30th	Croft
3	July 9th	Cadwell Park
4	Aug. 19th	Snetterton
5	Sept. 2/3rd	Anglesey
6	Oct. 21st	Oulton Park

For 2017 drivers will count 80% of his/her best scoring rounds to the nearest number downwards. Therefore there will be 14 races with the best 11 to count in the F250 BSA Cup/450 Challenge
In the event of races being abandoned then the 80% rule will be used to re-calculate the figure

4.4 F450 Challenge

The BSA F450 Challenge will comprise of 6 events having at least two races per event. Each race will be a round of the championship and therefore a points scoring opportunity.

1	April 7/8th	Bishopscourt (NI)
2	April 29/30th	Croft
3	June 3/4th	Donington Park
4	July 9th	Cadwell Park
5	Sept. 2/3rd	Anglesey
6	Oct. 21st	Oulton Park

For 2017 drivers will count 80% of his/her best scoring rounds to the nearest number downwards. Therefore there will be 14 races with the best 11 to count in the F250 BSA Cup/450 Challenge
In the event of races being abandoned then the 80% rule will be used to re-calculate the figure

5 **Transponders - AMB TranX 160 or 260 transponders** will be in use during the series and must be mounted upright (i.e. with 'R' clip at the top) as follows:- from the centre of the line of the front axle to the centre line of the transponder will be a minimum of 290mm, maximum of 390mm towards the rear of the kart. Transponders must be mounted in accordance with the manufacturers recommendations.

6 **Stickers** - If provided with them by the organisers three Championships logo stickers must be fitted to the kart, one on the front fairing facing forward and one on each side panel. Should, through reasons of sponsorship, a competitor be asked by the organisers of an event to carry an appropriate sticker he/she must comply. MSA Go Motorsport decals must be displayed, one forward facing and one either side of the kart

7.0 Technical Regulations

Karts must comply with MSA Kart General, Technical and Safety Regulations. F250 National Class regulations within the 2017 British Superkart Association Regulations Booklet
KTE reference number for F250 National - KTE – 2017-346

7.1 MSA British Championship for F250 National

7.1.1 Tyres - Only tyres bearing a BSA mark will be permitted.

Only six sets of 6" new tyres will be permitted for the series of six events.

By new we mean, either brand new or new to the series

7.1.2 Once a tyre has been marked it is the drivers responsibility to ensure it remains visible for checking etc at all times. Marked tyres cannot be transferred between registered drivers in the series

7.1.3 Tyres must be Dunlop, Hoosier,

6 Inch - Any slick tyre homologated by the CIK in the periods 2011 to 2019

Wet tyres must be Dunlop or Hoosier and homologated by the CIK in the periods 2011 through to 2019

7.2 Eligible Engines -

Rotax 257 (either five or six gears)

Cagiva WMX 250/88 Cross

Honda CR250.

Kawazaki KX250.

KTM 544/545/546/548.

Moto TM Cross 250.

Suzuki RM250 Z to V (1982 -1997 inc.)

Yamaha YZ250.

WIWA Gas Gas K250

DEA Technology - SK250 Single (engine)

THR Engineering - THR02-14 (kit engine)

THR Engineering - THR SS250 (kit engine)

Viper Racing UK - SK250S (kit engine)

Viper Racing UK - EVO250S (kit engine)

Viper Racing - SK250S1 (engine)

IAMEX30 Super Shifter 175cc

DEA Technology - SK250 Single pneumatic exhaust valve (alternative parts - Cylinder)

PFP - Victory - CR250R (alternative parts - Crankshaft)

So long as the silhouette of the crankcases, the sprocket output orientation position and the bore and stroke of the engine remains unchanged evolution model numbers are acceptable.

7.3 Fuel control

Division 1 Superkart and MSA British F250 National

Only unleaded fuel complying with the specifications laid down in Appendix 4 of the CIK Technical Regulations will be used.

All competitors are reminded of the law and Health & Safety Executive regulations relating to fuel storage and the transportation of petrol fuel, all appropriate precautions must be observed at circuits.

Fuel Comparison testing may be carried out as per MSA Regulations D34.3 to D34.3.3.

At least 1 litre of fuel must be left in the tank at the end of a race for fuel testing. Costs incurred for testing fuel as a result of a failed fuel sample will be payable by the driver concerned. The samples will be sent to the Carless test facility after the event and the results issued as soon as possible after. C.3.1.1

Control fuel will be mandatory for all Championship races in the Division 1 Superkart and the MSA British Championships for F250 National. The fuel will be supplied by Carless (Hyperflo 250) and will conform to CIK Regulation. Unless specified otherwise in Event SR's.

F450 National

Only unleaded fuel complying with the specifications laid down in section B of the MSA 2017 yearbook or CIK Annuaire can be used. Maximum 102 octane

All competitors are reminded of the law and Health & Safety Executive regulations relating to fuel storage and the transportation of petrol fuel, all appropriate precautions must be observed at circuits.

At least 1 litre of fuel must be left in the tank at the end of a race for fuel testing. Costs incurred for testing fuel as a result of a failed fuel sample will be payable by the driver concerned. The test samples will be sent to a UKAS accredited test facility after the event and the results issued as soon as possible after testing

F250 Cup - The F250 Cup does not have to use the British Championship control fuel unless otherwise specified in event SR's for the Challenge.

Only unleaded fuel complying with the specifications laid down in section B of the MSA 2017 yearbook or CIK Annuaire can be used. Maximum 102 octane

All competitors are reminded of the law and Health & Safety Executive regulations relating to fuel storage and the transportation of petrol fuel, all appropriate precautions must be observed at circuits.

At least 1 litre of fuel must be left in the tank at the end of a race for fuel testing. Costs incurred for testing fuel as a result of a failed fuel sample will be payable by the driver concerned. The test samples will be sent to a UKAS accredited test facility after the event and the results issued as soon as possible after testing

8 8.1	Div. 1 Superkarts Technical Regulations Division 1 Superkarts must comply with the CIK Regulations within the 2017 CIK Annuaire and the 2017 British Superkart Association Regulations Booklet. KTE – 2017 - 348	BSA F250 Cup Technical Regulations Karts must comply with MSA Kart General, Technical and Safety Regulations and the Class Regulations within the 2017 British Superkart Assoc. Regulations Booklet for 250 National. KTE reference number for F250 National - KTE – 2017-346	F450 Challenge Technical Regulations Karts must comply with MSA Kart General, Technical and Safety Regulations and the Class regulations within the 2017 British Superkart Assoc. Regulations Booklet for 450 National. KTE reference number for F450 National - KTE – 2017-347
8.2	Eligible Engine Any engine homologated or previously homologated by the CIK for the class including the substitute parts for the Rotax 256. Plus any engine from the CIK 125 KZ engine list Plus any engine or extension approved by the CIK for use in 2017 Plus any engine approved by the CIK for the 250 Mono Cup	Eligible Engines For 2017, the Championship, will be run using the pre 2013 engine list which is as follows : Rotax 257 (either 5 or 6 speed) Cagiva WMX 250/88 Cross Honda CR250. Kawazaki KX250 KTM 544/545/546 Moto TM Cross 250 Suzuki RM250 Z to V (1982 -1997 inclusive). Yamaha YZ250.	Eligible Engines Honda CRF450R (2004, 2005, 2006) KTM SXF450, SMR45 (2010 - 2012) Yamaha YZ450F,Z,A,B,D (2010 - 2013)
8.3	TYRES Tyres must be Dunlop, Hoosier, 6 Inch - Any slick tyre homologated by the CIK in the periods <u>2011 to 2019</u> Wet tyres must be Dunlop or Hoosier, homologated by the CIK in the periods <u>2011 through to 2016</u>	TYRES Tyres must be Dunlop, Hoosier, 6 Inch - Any slick tyre homologated by the CIK in the periods <u>2011 to 2019</u> Wet tyres must be Dunlop or Hoosier, homologated by the CIK in the periods <u>2011 through to 2019</u>	TYRES Tyres must be Dunlop, Hoosier, 6 Inch - Any slick tyre homologated by the CIK in the periods <u>2011 to 2019</u> Wet tyres must be Dunlop or Hoosier homologated by the CIK in the periods <u>2011 through to 2019</u>
		<u>F250 National - 6" wheels tyres only</u> Only tyres bearing a BSA mark will be permitted. Only <u>Six</u> sets of 6" new tyres will be permitted for the series of six events. By new we mean, either brand new or new to the series Once a tyre has been marked it is the drivers responsibility to ensure it remains visible for checking etc at all times.	<u>F450 National - 6" wheels tyres only</u> Only tyres bearing a BSA mark will be permitted. Only <u>Six</u> sets of 6" new tyres will be permitted for the series of six events. By new we mean, either brand new or new to the series Once a tyre has been marked it is the drivers responsibility to ensure it remains visible for checking etc at all times.
8.4	WEIGHT The Minimum weight with driver on completion of any part of event will be Single cylinder engine: 208 kg including the bodywork; minimum weight of the kart itself: 98 kg without the bodywork and without fuel; other engines: 218 kg including the bodywork; minimum weight of the kart itself: 113 kg without the bodywork and without fuel	WEIGHT The minimum weight with driver on the completion of any part of the event will be 195kgs with just bumpers and side bars. If a wing is fitted to the above the weight will be 200kgs. The weight with any form of bodywork will be 208kgs	WEIGHT The minimum weight with driver on the completion of any part of the event will be 199kgs with just bumpers and side bars. If a wing is fitted to the above the weight will be 204kgs. The weight with any other form of bodywork will be 218kgs

8.5 The Rotax Cup will be a sub group within the Div. 1 Championships. To qualify for the Rotax Cup competitors must use a Rotax 256 based engine that can include the following :

- F.P. Engineering - FPE/Rotax 256 Substitute Cylinder & Head
- F.P. Engineering - FPE/Rotax 256 Substitute Crankcases
- F.P. Engineering - FPE/Rotax 256 Substitute Disc Valve Covers
- PVP Karting - PVP/Rotax 256 Substitute Cylinder and Head
- Folan Engineering - Folan/Rotax 256 Substitute Primary Transmission
- Racing Cylinder Services Ltd. - Rotax 256 Substitute Cylinder & Head

BSA F250 Cup drivers will not be eligible for The 450 Challenge

The BSA F250 Cup is open to all drivers who are competing with engines from the Pre 2013 engine list.

Seeded drivers are not permitted to take part in the BSA F250 Cup

Seeded drivers who are therefore excluded are :

Past and current World, European, British and National L/C Gearbox Champions

In addition drivers that finished in the first 10 places of the 2016

F250 MSA British Superkart Champs. for F250 National

The F450 National drivers will compete for the F450 Challenge. F450 Challenge Drivers will not be eligible for the BSA F250 Cup

2017 BSA NATIONAL CHAMPIONSHIPS

F125 Open

1.0 SPORTING REGULATIONS - GENERAL

The British Superkart Association National Championships for Formula 125 Open is administered by THE BRITISH SUPERKART ASSOCIATION in accordance with the General Regulations of the Royal Automobile Club Motor Sport Association (incorporating the provisions of the International Sporting Code of the FIA), the sporting regulations in the 2017 BSA Regulations Booklet and these Championship Regulations. Championship No. CH2017/K007 MSA Championship Grade: B

1.1 SPORTING REGULATIONS - JUDICIAL PROCEDURES

CIK Judicial System - If specified in the event SR's the CIK Judicial System will be used at the event

MSA KARTING TRIAL OF CIK-FIA JUDICIAL PROCEDURES

The Motor Sports Council has agreed that a limited trial of the CIK-FIA system of judicial procedures will be undertaken and evaluated. This meeting is one of those selected to form part of that trial.

The judicial procedures to be applied at this meeting will therefore be as follows:

1. All judicial decisions will be taken by the Stewards of the Meeting, not the Clerk of the Course.

2. The Clerk of the Course will, as usual, have full responsibility for the running and conduct of the meeting in accordance with the regulations. This includes the control of practice, heats and races, adherence to the timetable, the starting procedure and the stopping or suspending and restarting of races.

3. The Clerk of the Course will refer any incidents or possible breaches of the regulations to the Stewards of the Meeting, who will be responsible for investigating these and, if they deem it appropriate, imposing any penalties. The decision to show the black flag to any competitor will also rest solely with the Stewards of the Meeting, having considered a request from the Clerk of the Course.

4. The penalties to be applied by the Stewards of the Meeting will be in line with the MSA's mandatory karting penalties (as revised from time to time— see attached).

5. Any protests must be lodged as usual in accordance with C5.1.2 but they will be heard and adjudicated on by the Stewards of the Meeting, not the Clerk of the Course. The usual time limits as per C5.2 and the usual protest fees as per Appendix 1 Article 13.1 will apply.

6. Any appeals against decisions of the Stewards of the Meeting will be heard as usual by the National Court (but note article 7 below). The usual process and time limits as per C7.1 will apply, with the exception of removal of the restriction on grounds for appeal at C7.1.3. Any Eligibility Appeal must be submitted as usual in accordance with C7.2. The usual appeal fees to the National Court set out in Appendix 1 Article 13.4 will apply.

7. For the purposes of this trial, Motor Sports Council has agreed that any time, place or lap penalty imposed by the Stewards of the Meeting shall not be subject to appeal. Also, in accordance with C2.6.2, where the Stewards of the Meeting are satisfied that a physical assault or threat of physical assault has occurred, then no appeal against their sentence will be allowed.

8. Motor Sports Council has also agreed that, as a safeguard, if a competitor lodges a valid appeal (excluding the cases cited in article 9 below) the penalty will be suspended for the duration of the meeting. However, the suspensive affect resulting from the appeal does not allow the competitor to take part in the prize-giving or the podium ceremony, nor to appear in the official classification of the competition in any place other than that resulting from the application of the penalty. The rights of the competitor will be re-established if they win their appeal before the National Court, unless this is not possible due to passage of time.

9. The decision of the Stewards of the Meeting will become immediately binding notwithstanding an appeal if it concerns questions of safety (e.g. extreme breaches of C1.1.5. justifying a 30 day licence suspension), good standing (e.g. physical assault or threat of) or irregularity of entry by a competitor (e.g. fraudulent entry) or when, in the course of the same meeting, a further breach is committed justifying the exclusion of the same competitor. The decision of the Stewards must mention the existence of cases above that justify the decision being enforceable notwithstanding the appeal.

- 1.6** Each event should have at least 2 races. Race distance will be a minimum of 12 minutes for events containing five or more sessions and a minimum of 15 minutes for events containing four sessions. Force Majeure may be the reason for less than minimum. Starts to be moving with light signals at the start and paced by a car. In a case where Force Majeure changes or cancels an event, organisers will be due all fees.
- The starting grids for the first race of an event will be formed by the results of timed qualifying. The Race 2 grid will be formed by the drivers fastest lap from Race 1 and so on.
- Unless otherwise stated in the event SR's
- Or in the case of Force Majeure the current Championship positions will be used
- All non-finishers of the first race will be allowed to race in the second race, taking their positions at the rear of the grid. These grid positions will be at the discretion of the C of C.

- 1.7** The Championships will comprise of 7 events having at least two races per event. Each race will be a round of the championship and therefore a points scoring opportunity.

F125 Open

1	April 7/8th	Bishopscourt (NI)
2	April 29/30th	Croft
3	June 3/4th	Donington Park
4	July 9th	Cadwell Park
5	Aug. 19th	Snetterton
6	Sept. 2/3rd	Anglesey
7	Oct. 21st	Oulton Park

For 2017 drivers will count 80% of his/her best scoring rounds to the nearest number downwards. Therefore there will be 16 races with the best 12 to count in F125 Open

In the event of races being abandoned then the 80% rule will be used to re-calculate the figure

- 1.8** All organising clubs must comply with the minimum standards laid down by the BSA for a Championship event.
- 1.9** It is a requirement that all karts must have a transponder fitted and working at ALL times the vehicle is on the track. Failure to do so WILL result in the driver not receiving a time or race finish

2.0 SCORING

- 2.1** Points will be awarded to the first 15 finishers in each race as follows:-

40, 35, 32, 30, 28, 26, 24, 22, 20,18,16,14,12,10, 8, 6 , 5, 4, 3, 2 and 1 point to all finishers .

- 2.2** In the event of a tie in points between two or more drivers the better-discarded results will be counted to resolve it. If a tie still exists the number of best places will be counted. Should neither of these methods be effective the driver who beats the most people will win i.e. total number of starters in qualifying events count for each driver involved in the tie, if still not resolved a count back of people beaten in each drivers discarded rounds to count. Should none of these methods be effective the Championship will be decided by method specified by organising clubs.

- 2.3** A results and information service will operate at all events and be available to all drivers from the BSA marquee or race admin. Office. Updated points and results from each round will be posted at the start of all Championship events or may be requested in writing from the Series Manager by enclosing a SAE with first class stamp. Official confirmation of results is the responsibility of the organising club for each event.

3.0 AWARDS

- 3.1** Event organisers will be responsible for provision of awards at meetings for each class, the numbers to be Specified in SR's. No cash awards are allowed, only trophies or goods. A prize/trophy presentation will take place at each event and drivers should attend to collect awards. If this is not possible another person may be asked to collect the award for the driver. If the award is not collected it may be disposed of as the club organising the event decides. Championship awards and other prizes provided by sponsors will be presented at a special end of season awards evening. The venue for which will be announced later.

- 3.2** Trophies will be awarded for each event, the winner of the event will be the highest aggregate points scorer across all races of the day. Unless otherwise stated in the event SR's
- In the event of a tie the drivers qualifying times will decide.

4.0 Technical Regulations

Karts must comply with MSA Kart General, Technical and Safety Regulations and the Class regulations within the 2017 British Superkart Association Regulations Booklet for F125 Open. KTE reference number - KTE – 2017-345

4.1 TYRES

4.1.1 Only tyres bearing a BSA mark will be permitted.

Only Seven sets of 5" and/or 6" new tyres will be permitted for the series of seven events.

The mixing of 5" and 6" tyres is not permitted.

By new we mean, either brand new or new to the series

4.1.2 Once a tyre has been marked it is the drivers responsibility to ensure it remains visible for checking etc at all times. Marked tyres cannot be transferred between registered drivers in the series

4.1.3 Tyres must be Dunlop, Hoosier,

5 Inch - Any slick tyre homologated by the CIK in the periods 2011 to 2019

6 Inch - Any slick tyre homologated by the CIK in the periods 2011 to 2019

Wet tyres must be Dunlop, Hoosier and homologated by the CIK in the periods 2011 through to 2019

4.2 Fuel control

Only unleaded fuel complying with the specifications laid down in Appendix 4 of the CIK Technical Regulations will be used.

All competitors are reminded of the law and Health & Safety Executive regulations relating to fuel storage and the transportation of petrol fuel, all appropriate precautions must be observed at circuits.

Fuel Comparison testing may be carried out as per MSA Regulations D34.3 to D34.3.3.

At least 1 litre of fuel must be left in the tank at the end of a race for fuel testing. Costs incurred for testing fuel as a result of a failed fuel sample will be payable by the driver concerned. The samples will be sent to the Carless test facility after the event and the results issued as soon as possible after. C.3.1.1

Control fuel will be mandatory for all Championship races in the F125 Open class

The fuel will be supplied by Carless (Hyperflo 250) and will conform to CIK Regulation.

Unless specified otherwise in Event SR`s.

4.3 Weight

L/C Style Bodywork 195kgs minimum. S/C Style Bodywork 180kgs minimum.

5.0 **Transponders – AMB TranX 160 or 260 transponders** will be in use during the series and must be mounted upright (i.e. with 'R' clip at the top) as follows:- from the centre of the line of the front axle to the centre line of the transponder will be a minimum of 290mm, maximum 390mm towards the rear of the kart. Transponders must be mounted in accordance with the manufacturers recommendations.

6.0 **Stickers** - If provided with them by the organisers three Championship logo stickers must be fitted to the kart, one on the front fairing facing forward and one on each side panel just in front of the rear wheels. Should through reasons of sponsorship, a competitor be asked by the organisers of an event to carry an appropriate sticker (s) he/she must comply.

2017 Championship Calendar

MSA British Championship for F250 National

April 7/8th	Bishops court NI	3 rounds
April 29/30th	Croft	2 rounds
July 9th	Cadwell Park	2 rounds
Aug. 19th	Snetterton	2 rounds
Sept. 2/3rd	Anglesey	3 rounds
Oct. 21st	Oulton Park	2 rounds

14 rounds - 11 to count

BSA F250 Cup

April 7/8th	Bishops court NI	3 rounds
April 29/30th	Croft	2 rounds
July 9th	Cadwell Park	2 rounds
Aug. 19th	Snetterton	2 rounds
Sept. 2/3rd	Anglesey	3 rounds
Oct. 21st	Oulton Park	2 rounds

14 rounds - 11 to count

BSA F450 National Challenge

April 7/8th	Bishops court NI	3 rounds
April 29/30th	Croft	2 rounds
June 3/4th	Donington Park	2 rounds
July 9th	Cadwell Park	2 rounds
Sept. 2/3rd	Anglesey	3 rounds
Oct. 21st	Oulton Park	2 rounds

14 rounds - 11 to count

BSA National Championships for Division 1 Superkarts

April 7/8th	Bishops court NI	3 rounds
June 4th	Donington Park BGP	1 round
July 9th	Cadwell Park	2 rounds
Aug. 19th	Snetterton	2 rounds

8 rounds - 6 to count

BSA National Championships for F125 Open

April 7/8th	Bishops court NI	3 rounds
April 29/30th	Croft	2 rounds
June 3/4th	Donington Park	2 rounds
July 9th	Cadwell Park	2 rounds
Aug. 19th	Snetterton	2 rounds
Sept. 2/3rd	Anglesey	3 rounds
Oct. 21st	Oulton Park	2 rounds

16 rounds - 12 to count



MSA British Grand Prix - Donington June 3/4th

0 UK Cup - Cadwell Park July 9th

E English Champs. - BSRC Leg 125/250N/450N - Croft April 29/30th
Div. 1 - Snetterton - Aug. 19th
SUK Leg F250N/F450N/Div. 1 - Aug. 5th
F125 Open - Aug. 6th

British,National and English Championship Events in 2017

Date	Circuit	Club	Championship if Applicable
April 7/8th	Bishopscourt	BKC	MSA British Superkart Championship BSA F250 Cup and F450 Challenge BSA National Champs. for Div. 1 Superkart BSA National Champs for F125 Open
April 29/30th	Croft	BSRC	MSA British Superkart Championship BSA F250 Cup and F450 Challenge BSA National Champs for F125 Open English Champs for F250National, F450National, F125 Open BSRC Club Championship
June 3/4th	Donington Park GP	BSRC	CIKFIA European Superkart Championships for Division 1 Superkarts and the 250 Mono Cup MSA BRITISH SUPERKART GP for Div. 1, F250 National, F450 National, F125 Open & F125 KZ(UK) BSA National Champs. for Div. 1 Superkart (BGP Race) BSA National Champs for F125 Open (BGP Qualifying Races) BSA F450 Challenge (BGP Qualifying Races) BSRC Club Championship
July 9th	Cadwell Park	BSRC	"0" Plate UK Cup for all classes MSA British Superkart Championship BSA F250 Cup and 450 Challenge BSA National Champs for F125 Open BSRC Club Championship
Aug. 5th	Cadwell Park	SUK	English Champs for F250 National, F450 National, Div. 1 Superkart.
Aug. 6th	Cadwell Park	SUK	English Champs for F125 Open
August 19th	Snetterton 200	BSRC	MSA British Superkart Championship BSA F250 Cup and F450 Challenge BSA National Champs. for Div. 1 Superkart English Championships for Div. 1 Superkart BSA National Champs for F125 Open BSRC Club Championship
Sept.2/3rd	Anglesey	BSRC	MSA British Superkart Championship BSA F250 Cup and F450Challenge BSA National Champs for F125 Open BSRC Club Championship
Oct. 21st	Oulton Park	BSRC	MSA British Superkart Championship BSA F250 Cup and F450 Challenge BSA National Champs for F125 Open BSRC Club Championship

BKC - Bishopscourt Kart Club

BSRC - British Superkart Racing Club

SKUK - Superkarting UK

UKC - Ulster Kart Club



2017 BSA KART CHAMPIONSHIPS' CONTROL FUEL ORDER FORM.

For the delivery of "CARLESS CONTROL FUEL" direct to championship race circuits.

Control Fuel Type - 2017

All of the following classes will use Hyperflo 250 (102 octane) as a Championship Control Fuel in 2017

**Division 1 Superkarts -
MSA F250 National British
F125 Open**

Optional in
F250 (Honda) Cup and F450 National - 102 maximum.
MSA or CIK spec. Fuel

To place a Telephone order ring
01981 241169

or email to

info@vitalequipment.co.uk

2016 MAJOR BRITISH AWARD WINNERS

MSA British Superkart Championship for F250 National

- 1 Jack Layton
- 2 Gavin Bennett
- 3 James O'Reilly
- 4 Dan Clark
- 5 James Hassall
- 6 Ross Allen

British Superkart Association National Champs - Div. 1 Superkarts

- 1 Liam Morley
- 2 Danny Chan
- 3 Nigel Charman

British Superkart Association - Formula 250 Cup

- 1 Francois Kishtoo
- 2 Mark Vaughan
- 3 Alex Burrows

British Superkart Association - Formula 450 Challenge

- 1 Phil Rowlands
- 2 Stephen Clark
- 3 Andrew Gulliford

British Superkart Assoc. National Champs - Formula 125 Open

- 1 Lee Harpham
- 2 Liam Morley
- 3 Kirk Cattermole
- 4 Ian Larder

THE U.K. CUP

F250 National - Jack Layton

F125 Open - Liam Morley

MSA British Superkart GP

Division 1 Superkarts - Liam Morley

F250 National - Jordan Ford

F450 National - Stephen Clark

F125 Open - Liam Morley

English Championship

F450 National - Andrew Gulliford

F250 National - Jack Layton

F125 Open - Kirk Cattermole

Division 1 Superkart - Danny Chan



Superkart Racing In Northern Ireland 2017

- BishopsCourt - 7/8th April - BishopsCourt KC - British Champs
- Kirkistown - 29th April - 500 MRCI - NI Championship R1
- BishopsCourt - 6th May - BKC - NI Championship R2
- BishopsCourt – 27th May - BKC - NI Championship R3
- Kirkistown - 24th June - 500 MRCI - NI Championship R4
- Kirkistown - 29th July - 500 MRCI - NI Championship R5
- Nutts Corner - 19th Aug - UKC - NI Championship R6
- Nutts Corner – 19th Aug - UKC - Irish Kart GP
- BishopsCourt – 30th Sept. - BKC - NI Championship R7 (Final Round)

Entries for BKC:-

Richard Dewart, 57 Moss Road, Waringstown, Co Armagh, BT66 7QY.
Mob: 07767656619 E Mail: rdewart@dewarttransport.co.uk

Entries for 500 MRCI:-

Frank Weir, 124 Mountstewart Road, Carrowdore, Newtownards, Co Down, BT22 2ES.
Tel: 02891861429 E Mail: fcj.weir@googlemail.com

Entries for UKC:-

Allison Martin 31 Bogg Road, Maze, Lisburn, BT27 5RN.
Tel 07513833207 E Mail: a.martin760@btinternet.com

For further details on racing in Northern Ireland Contact
“Northern Ireland Karting Association” Details to be found on www.nikarting.com

BRITISH SUPERKART RACING CLUB

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- March 25/26th - Silverstone National
- April 29/30th - Croft
- June 3/4th - Donington Park GP (British GP & CIKFIA European Championships)
- July 9th - Cadwell Park (UK Cup "0" Plate)
- August 19th - Snetterton 200
- September 2/3rd - Anglesey
- October 21st - Oulton Park



Contact :-

Ian Rushforth,
2 Lion Close, Norwich. NR5 0UQ

Telephone 01603 743563

e-mail ian.rushforth@superkart.org.uk



2017

- **Darley Moor** - Sunday April 2nd (Club Event)
- **Anglesey** - Sat/Sun April 22/23rd (Club Event)
- **Darley Moor** - Monday May 1st (Club Event)
- **Darley Moor** - Sunday June 18th (Club Event)
- **Oulton Park** - Saturday July 8th (Club Event)
- **Darley Moor** - Sunday July 16th (Club event)
- **Cadwell Park** - Sat/Sun. Aug. 5/6th (English Superkart Champs)
- **Darley Moor** - Sunday Aug. 13th (Club Event)
- **Cadwell Park** - Sat/Sun. Sept. 3rd (Club Event/King of Cadwell)
- **Darley Moor** - Sunday Sept. 17th (Club Event)
- **Darley Moor** - Sunday Oct. 8th (Stars of Darley)

For event SR`s and further entry forms visit the website for more information

Contact :- Terry Bateman, Carlton House, 157 Carlton Ave. Tunstall,
Stoke on Trent. ST6 7HF - Telephone & Fax. - 01782 826111/ 07831 854896