



# BSRC SUPER SERIES 2021



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APRIL 17 – Oulton Park  
MAY 8-9 – Snetterton 300  
AUGUST 21-22 – Silverstone National  
OCTOBER 23-24 – Donington Park GP

Featuring the



**motorsport uk**

**'O'** plate event – Silverstone, AUGUST 21-22

**The Super Series 2021  
by the British Superkart Racing Club**

Issued by the BSRC :

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**The  
Super Series  
2021  
by the  
British  
Superkart  
Racing Club**

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# The Super Series 2021 by the British Superkart Racing Club

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## 1 SPORTING REGULATIONS - GENERAL

### 1.1 Title & Jurisdiction

The Super Series by the British Superkart Racing Club will be for four classes Division1 Superkart, F250 National, F450 National and F125 Open

Within the main body of the Championships there will be Cup competitions entitled Div.1 Cup, F250 Mono Cup and F125 Cup . See the specific regulations for these within the class regulations

The Super Series by the British Superkart Racing Club will organise and coordinate the series in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), and these Championship Regulations.

Championship No. CH2021/ K027 (D)

Motorsport UK Championship Grade: D

### 1.2 OFFICIALS

The Championship will be organised by the British Superkart Racing Club

Officials will have not less than a Kart National Licence status at senior level posts.

Series Coordination - Ian Rushforth

Series Eligibility - Martin Robertson

Race Director and Covid 19 Official - Gordon Cuthill

Clerk of the Course - Craig Czornyj

Race 'n' Respect Officer - Simon Rushforth

#### 1.2.1 Championship Stewards - Ken Walker - Jill Walker - John Osborne - Ian Watson

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or , if deemed to be necessary, more than one alternative Championship Steward

(G) 2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship Regulations

(G) 2.7.1 Championship Stewards are also empowered to consider any requests from the Championship co-ordinator to penalise any competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C2.1.1 (subject to the rights of appeal provided for in Section C)

(W) 2.2.1 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C2.1, subject to the rights of appeal to the MSC provided in Section C

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## **1.3 Competitor Eligibility to race at a British Superkart R.C Club event**

### **1.3.1 Drivers must :**

- (a) be fully paid up card holding members of the British Superkart Racing Club
- (b) in possession of a valid Motorsport UK Kart Inter Club licence (endorsed valid for Long Circuit), as a Minimum or
- (c) be in possession of the highest grade of National licence or valid FIACIK International licence, together , With their ASN's written consent ((H) 26.2 and FIA ISC Article 2.3.7b applies)
- (d) If participation in the championship requires absence from school, drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school, to fulfil registration of the Championship. A competitor shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- (e) Competitors under the age of 18 must be accompanied by the holder of a Kart PG Entrant's licence who must sign on as Entrant of that Competitor.

### **1.3.2 For Long Circuit reference U14.1.4**

- (a) The driver may either produce a Kart licence specifically endorsed valid for Long Circuit Karting or a Car Race licence, see the chart of Minimum Acceptable Licences in Section H.
- (b) New competitors must be able to demonstrate that they have either undertaken their ARKS test at a venue licenced for long circuit karting or having taken the short circuit ARKS test must demonstrate their experience to the satisfaction of the Clerk of the Course or an ARKS Instructor during practice at a long circuit kart event. New drivers will be considered as Novices and must carry Novice plates until they have received four signatures from the Clerk of the Course for competing successfully on Long Circuits. 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.
- (c) Drivers in Division 1 will require the minimum of a Kart National licence.

Any driver who has not competed on long circuit U14.1.4 (b) applies

## **1.4 Registration**

**1.4.1** To score points in the British Superkart Racing Club Championship it is necessary to register for the series by becoming a member of the British Superkart Racing Club.

**1.4.2** Upon joining the BSRC specific competition numbers for the championship will be issued.

**1.4.3** Membership will be accepted from January 1<sup>st</sup> and open to the closing date of the last event.

## **1.5 Championship Rounds**

**1.5.1** The Super Series by the British Superkart Racing Club is a Championship for Div. 1 Superkarts, F250 National, F450 National and F125.

**1.5.2** Within the main body of the Championships there will be competitions for the Div.1 National Cup, F250 Mono Cup and F125 National Cup. See the specific regulations for these within the class regulations

**1.5.3** Should an event be oversubscribed priority will be given to BSRC Club Members over guest competitors, as permitted by 1.6.6(a)

### **2021 Championship Calendar**

1. April 17 <sup>th</sup>	Oulton Park	2 races
2. May 8/9 <sup>th</sup>	Snetterton 300	3 races
3. August 21/22 <sup>nd</sup>	Silverstone	2 races + The "0" Plate
4. October 23/24 <sup>th</sup>	Donington Park	3 races

The championship will therefore comprise of ten races

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### 1.6 Scoring

**1.6.1** Points will be awarded to competitors listed as classified finishers in the final results of each race

**1.6.2** The Championship will Comprise of all events run by the BSRC and having at least two races per event. Each race will be a round of the championship and therefore a points scoring opportunity providing more than five competitors enter per class.

For 2021 drivers will drop their lowest two rounds.

Points will be awarded in each race as follows :-

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
20	18	16	14	12	10	8	6	4	2

Plus one point to all other finishers

**1.6.3** The final positions and points will be decided from the totals from all qualifying rounds less two. Unless subject to the application of any Motorsport UK regulations C3.5. Drivers disqualified from results for Sporting or technical infringements may not use (those) round(s) as a discarded rounds for the purpose of overall championship placing. If any rounds are not completed, the dropped scores number will not be reduced

**1.6.4** Ties will be resolved according to Motorsport UK Regulation (W1.3.4) of the Motorsport UK Yearbook

**1.6.5** Where a race distance has been reduced (2.6) it shall still count as a full points scoring round.

**1.6.6** Competitors who are not members of the BSRC and therefore not registered for the Championship may be permitted on an individual round basis at the discretion of the club and will :

- (a) be deemed "Guest Competitors";
- (b) not score points and for the purpose of points scoring will be ignored;
- (c) qualify for Event awards; and
- (d) All necessary documentation, including appropriate licence and valid membership cards must be presented for checking at all rounds when signing-on.

### 1.7 Awards

The list below is subject to a minimum class entry criteria. 1-4 entries 1st only, 5-7 entries 1st and 2<sup>nd</sup> only. 8 or more entries 1st, 2nd, 3rd.

#### 1.7.1 Per Event

Trophies will be awarded as follows :  
Each class including the Cups 1st, 2nd, 3rd

#### 1.7.2 Championship

Div. 1 Superkart	Trophies 1st, 2nd, 3rd overall
F 250 National	Trophies 1st, 2nd, 3rd overall
F 450 National	Trophies 1st, 2nd, 3rd overall
F125 Open	Trophies 1st, 2nd, 3rd overall

Div. 1 National Cup	Trophies 1st, 2nd, 3rd overall
F 250 Mono Cup	Trophies 1st, 2nd, 3rd overall
F125 National Cup	Trophies 1st, 2nd, 3rd overall

#### 1.7.3 Presentation

Trophies will be presented for each event (as applicable) and championship trophies shall be presented at the end of the series at a place to be nominated.

#### 1.7.4 Title to All Trophies

In the event of any provisional results being revised after any provisional presentations and such revisions Effect the distribution of any awards the competitor concerned must return such awards to the BSRC in good condition within 7 days

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## **1.7.5 Entertainment Tax Liability**

In accordance with current government legislation, the British Superkart Racing Club is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to the HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the British Superkart Racing Club is required to deduct tax at the current rate applicable from any such payments they may make to non-residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact :- HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool. LE5 1BB. Tel. 0151 472 6488. Fax ; 0151 472 6483

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## 2. Championship Race Meetings and Race Procedure

### 2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date. The closer date will be on the respective event Supplementary Regulations
- 2.1.2 Incorrect or incomplete entries are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the meeting organiser receives missing or corrected information or fee
- 2.1.3 Any withdrawal of entry made after the acceptance of any entry must be notified to the meeting organiser in writing. D25.1.12 applies.
- 2.1.4 The entry fee for each event shall be stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club .
- 2.1.5 Reserves will be listed in the final list of entries published with final instructions or in a bulletin

### 2.2 Briefings

Organisers will notify competitors of the times and locations for all briefing in the final instructions. For all meetings, competitors must attend all briefings unless a digital briefing is used.

### 2.3 Practice and Qualifying

- 2.3.1 Should any practice be disrupted the clerk of the course shall not be obliged to resume or re-run the session; the decision of the clerk of the course shall be final
- 2.3.2 Each driver should complete a minimum of 3 laps in the kart to be raced and in correct session in order to qualify (Q12.4)
- 2.3.3 At the end of each session, all drivers must cross the finish line only once.

### 2.4 Races

Should any race be disrupted the clerk of the course shall not be obliged to resume or re-run the session (Q12.1.5) (1.6.4 above applies). (2.3.3 above applies)

### 2.5 Starts

All karts will form up in the assembly area prior to the start, in formation as specified on the grid sheet.

#### 2.5.1 Start Procedure

- 2.5.2 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.
- 2.5.3 The race will begin upon extinguishing the start light until then breaking formation is forbidden
- 2.5.4 Any drivers unable to start the green flag lap or take the start are required to indicate their situation to the Paddock Marshall or if on circuit raising their hand.
- 2.5.5 Any driver unable to maintain their 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.

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**2.5.6** Gaps on the grid will not be filled and competitors must maintain their allocated position.

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

**2.5.8** 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.

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.

**2.5.9** 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 the SR's or Final Instructions.

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).

Upon successful completion of the green flag lap(s) the pace 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 either communicate to the start line officials, requesting the start be given, or they will be asked to display the red flag and karts will be brought to a halt on the grid for the race to be restarted.

**2.5.10** 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 Motorsport UK penalty system i.e. gaining an unfair advantage.

The starting signal will be given by extinguishing the red lights.

Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation, in addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap.

In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact.

**2.5.11** The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

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## **2.6 Timed Qualifying**

**2.6.1** All classes will be provided a Timed Qualifying session and each driver must participate in their designated group.

**2.6.2** The schedule for the Timed Qualifying group(s) will be posted on the Official Notice Board.

**2.6.3** Should any driver miss their designated group they will not be permitted to join another.

**2.6.4** The results from Timed Qualifying will dictate grid positions for Race 1.

**2.6.5** Timing will commence when the green flag is shown

## **2.7 Grid**

**2.7.1** The maximum grid will not exceed that prescribed on the Track Licence.

**2.7.2** Timed Qualifying results will dictate the grid positions for Race 1.

**2.7.3** The grid for Race 2 will be determined by the drivers fastest lap from Race 1 and so on unless otherwise stated in the SR's or Final Instructions. Regardless of class.

**2.7.4** If a situation is deemed force majeure the current Championship positions will be used to determine the grid.

**2.7.5** The Clerk of the Course may permit any non-finisher of Race 1 to participate in Race 2 and for any meeting with more than two races permission may be provided to participate in Race 3 for any non-finisher in Race 2. Non finishers will be at the back of the grid and in the order dictated by their fastest lap.

## **2.8 Races**

**2.8.1** Each class will have, at least, two races:

**2.8.2** Race distance will be a minimum of 12 minutes and will be confirmed in the Supplementary Regulations and/or Final Instructions.

**2.8.3** A race duration may be amended due prevailing circumstances by the Race Director/Clerk of the Course

## **2.9 Starts**

**2.9.1** Starts will be in accordance with (U)7.6.3 of the Motorsport UK Yearbook.

**2.9.2** The pole position driver may be penalised if the speed is considered to be too fast or too slow.

**2.9.3** Penalties may be imposed on any driver considered to have broken formation prior to the start signal.

## **2.10 Race Stops**

**2.10.1** In the event of a race stoppage (Q)12.1.5 will apply.

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### **2.11 End of session**

- 2.11.1** At the end of the session karts will be directed into a designated area.
- 2.11.2** All drivers must report to scrutineering and weighing area.
- 2.11.3** Other than the driver and officials no person is permitted in this area until signified to do so by the Scrutineer.
- 2.11.4** Drivers should not leave this area without the specific permission or instruction of the Eligibility Scrutineer or his Deputy
- 2.11.5** It is recommended that any Entrant should be satisfied that the driver has been given authority to leave.
- 2.11.6** Any driver or kart having left the area without permission will be reported to the Clerk of the Course and may be disqualified from the session, as a minimum.
- 2.11.7** The Scrutineering declaration will be validated against the equipment used
- 2.11.8** Should it be found that any of the equipment numbers do not comply with the recorded detail it will be considered a statement of fact and the Scrutineer will provide the necessary report to Clerk of the Course. The minimum penalty may be disqualification from that session, in which case (C)3.5.1 will not apply.
- 2.11.9** It is the Competitors responsibility to ensure that any seal or mark is not missing or damaged.
- 2.11.10** No seal can be replaced if the kart has left parc ferme
- 2.11.12** The Scrutineer may seal the chassis or engine(s) and request the fitting of special nuts to the equipment for this purpose.
- 2.11.13** At any time, during the meeting, the Eligibility Scrutineer may request the removal of any component.
- 2.11.14** A component may be sealed and held by the Scrutineer and replaced with a standard homologated unit, by the Scrutineer, for use for the remainder of the meeting. The replacement unit must then be returned in good working order at the end of the meeting.
- 2.11.15** The Scrutineer may seal the chassis or engine(s) and request the fitting of special nuts to the equipment for this purpose.
- 2.11.16** A component may be sealed and held by the Scrutineer and replaced with a standard homologated unit, by the Scrutineer, for use for the remainder of the meeting. The replacement unit must then be returned in good working order at the end of the meeting.
- 2.11.17** Unless the original part is impounded for testing the Scrutineer will return it when the replacement unit is returned.

### **2.12 Results**

Results will be issued in accordance with the Motorsport UK General Regulations.

All results will be deemed provisional until the conclusion of any technical and/or judicial matters.

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<b>3</b>	<b>Judicial and Penalties</b>
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In accordance with Section C of the current Motorsport UK Yearbook and these Sporting Regulations

## **3.1 Judicial Procedures**

The judicial procedures to be applied will therefore be as follows:

**3.1.1** All judicial decisions will be taken by the Clerk of the Course.

**3.1.2** 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.

### **3.1.3 For Clarification**

All judicial matters (including protests, C5.1.2) will be dealt with by the clerk in the first instance.

All allowable appeals will be heard by the Stewards of the meeting

Time, lap and place penalties are not appealable.

Serious breaches of C1.1.5 are not appealable beyond the meeting Stewards.

All penalties to be applied will be that of cars, NOT short circuit kart penalties.

No penalties will be mandated, the following list is for guidance on minimum penalties

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Recommended Minimum Penalties shown for guidance

### 3.1.4

C2.3 Gaining an unfair advantage  
Up to 10 seconds penalty

C1.1.5 Driving in a manner incompatible with general safety  
Verbal warning (no points)  
Reprimand (2 points)  
Fine (3 points)  
Disqualification from Race (4 points)

C1.1.5 Aggravated  
Disqualification from race (4 points)  
Disqualification from meeting (6 points)  
Suspension

C1.1.6 Contravention of technical flag twice  
Black Flag

C1.1.6 Ignoring Black flag more than once  
Fine (3 points)  
Disqualification from race (4 points)  
Disqualification from meeting (6 points)

C1.1.9 Abusive language, behaviour, assault  
Disqualification from race (4 points)  
Disqualification from meeting (6 points)  
Suspension

C1.1.9 Aggravated  
As above and referred to Motorsport UK

H33.1.3 Failure to attend drivers briefing  
1<sup>st</sup> offence £50  
2<sup>nd</sup> offence £75  
3<sup>rd</sup> offence £185

H33.1.4 Failure to obey official of meeting  
Fine (3 points)  
Disqualification from race (4 points)  
Disqualification from meeting (6 points)

C3.1.1 Scrutineering non compliance report, vehicle or component ineligible  
Disqualification from race  
Disqualification from meeting

U17.29 Underweight - Timed Qualifying  
All lap times up to that point deleted for that timed practice

U17.29 Underweight - Race  
Disqualification from race  
Disqualification from meeting

U17.29 Tampering with the weight - Timed Qualifying  
All lap times deleted for that timed practice

U17.29 Tampering with the weight - Race  
Disqualification from meeting

U8.1 Failing to report to scrutineering  
Disqualification from race (4 points)  
Disqualification from meeting (6 points)

#### Q14.4.2 Track Limits

On 2<sup>nd</sup> occasion - driver warning.  
3<sup>rd</sup> time - 5s penalty,  
4<sup>th</sup> time - additional 10s penalty,  
5<sup>th</sup> time - race disqualification, No penalty points

Any breach during timed qualifying, time will be removed for that lap regardless of time set. No appeal

Entries highlighted in RED refer to mandatory points on drivers race licence.

For any single infraction one or more of the minimum recommended penalties may be applied depending On the severity as deemed by the Clerk of the Course.

Where this occurs, and points are to be awarded, only the maximum number of points as detailed above will be added to the competition licence - they will not accrue all points attracted e.g Reprimand (3 points) and fine (3 points) - total points awarded to competitor will be 3

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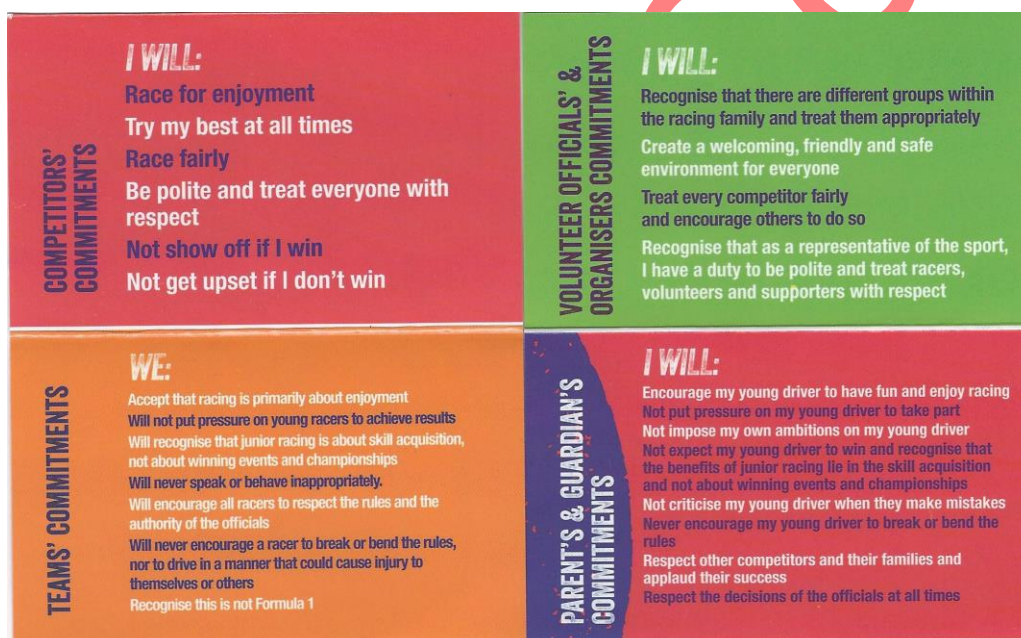
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### 4 Race 'n' Respect

- 4.1 By registering for the Championships, all competitors and their associates commit to the Motorsport UK Race 'n' Respect campaign and agree to positively promote and demonstrate the Racing Code.
- Where any report of disrespectful conduct is 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 Motorsport UK



### 4.2 Social Media

Social media, including, but not restricted to Facebook, Instagram, Twitter etc, is a powerful and wide reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championships, the BSRC and its drivers should reflect the impact social media has.

If a competitor is considered to have brought the Championship and the BSRC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from the Championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

For clarity, it is accepted that crashes are an inevitable feature of motorsport and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded associated comments may do.

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The extracts in section 5 are taken from the Motorsport UK Yearbook. For full details go to Section U.

<b>5</b>	<b>General Technical Regulations</b>
<b>5.1</b>	<p>Modification, addition, variation or tuning other than specifically permitted in these regulations is prohibited <b>IF IN DOUBT ..... DON'T</b></p> <p>Anyone requiring clarification or definitions concerning the Technical content of these regulations should apply in writing to the Championship Coordinator in the first instance</p> <p>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.</p> <p>Should any Competitor be found to be using fuel and/or additives, tyres or equipment not conforming to these regulations, For the specific class criteria, they will be solely responsible for any costs incurred by the Organisers, to carry out any tests or eligibility procedures:</p> <p>Failure to refund the Organisers, upon written request, within 14 days of the request will be reported to the Championship Stewards who may impose further penalty, which may include, but not limited to, disqualification from the Championship and reporting the dishonoured payment to Motorsport UK Executive in accordance with (C)1.1.13.</p>
<b>5.2</b>	<p><b>Fuel</b></p> <p>All systems of injection and/or spraying of products other than fuel is forbidden.</p> <p>The use of power boosting or octane boosting additives by competitors in any fuel is prohibited.</p> <p>Some power/octane boosters are carcinogenic.</p> <p>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.</p> <p>Only unleaded fuel complying with the specifications laid down in Appendix 4 of the CIK Technical Regulations or Motorsport UK Regulations will be used. i.e maximum 102 octane.</p> <p>All competitors are reminded of the law and Health &amp; Safety Executive regulations relating to fuel storage and the transportation of petrol fuel, all appropriate precautions must be observed at circuits.</p> <p>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.</p>
<b>5.3</b>	<p>Petrol Tank Venting : It is recommended that a non-return valve be fitted to the petrol tank breather pipe.</p>
<b>5.4</b>	<p>Fuel tank. The total fuel tank capacity must be 19 litres maximum.</p>
<b>5.5</b>	<p><b>FIRE EXTINGUISHERS</b></p> <p>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.</p> <p>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.</p>
<b>5.6</b>	<p><b>BODYWORK &amp; BUMPERS</b> (U17.11 to U17.24.5 will apply)</p> <p>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 class regulations for detail)</p>
<b>5.7.1</b>	<p><b>Bubble Shield</b></p> <p>Should the bubble – shield be a separate structure, it's maximum width will be 500mm <u>and the width of its fixing frame will be 250 – 300mm</u></p>

- 5.7.2** 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.  
The quick release clips must be removable without the use of tools. (U17.22.1)
- 5.7.3** **Bodywork components** - Carbon Fibre or Kevlar bodywork is specifically permitted in :-  
Div. 1 Superkart, F250 National, F450 National and F 125 Open
- 5.7.4** **Front, Rear and Side protection**  
Front and Rear bumpers and side protection bars complying with CIK Regulations for Superkarts are also permitted.
- 5.8** **Dimensions**
- 5.8.1**
- | Minimum       |       | Maximum       |       |
|---------------|-------|---------------|-------|
| F125          | 101cm | F125          | 127cm |
| F250 National | 106cm | F250 National | 127cm |
| F450 National | 106cm | F450 National | 127cm |
| Div. 1        | 106cm | Div. 1        | 127cm |
- 5.8.2** Maximum Overall length - 210cm
- 5.8.3** 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 65cm from the ground (except for a structure solely designed as a head rest). ( U16.5)
- 5.8.4** No part of the bodywork, including wings and end plates shall be higher than 60cm from the ground (except for structures solely designed as head rests with no possible aerodynamic effect)  
(U17.21 and U 17.21.1)
- 5.9** **Engines**
- 5.9.1** New engines for F250 National and F450 National will only be allowed to Register on a three-year basis. The next period for inclusion of new engines commences 1.1.2022 in 250 National and 450 National Engines being put forward for registration should be presented for inspection to the Motorsport UK
- 5.10** **Number Plates**
- 5.11** The number plates on the front and two sides must conform to L/C size (U17.26.1)  
The number plates must be square with sides of 25cm. Minimum  
The numbers must be 20cm high minimum with a minimum stroke of 3cm. (U17.26.2)  
The numbers must be of the 'Classic' type as shown and represented with an **Arial** type font (U17.27.3)
- 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  
F125 National - Green  
F250 National - White  
F450 National - Red  
Division 1 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.
- 5.11.1** The Motorsport UK British Champions from 2019 will display the number 1 on the respective background colour.  
The "0" Plate winner from 2019 will be a red ZERO on a white background.  
The British Grand Prix winner from 2019 will display GP on a white background. The G in red and the P in blue.  
The English Champion from 2019 will display E on the appropriate class coloured number plate.
- 5.12** **Ballast**  
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

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### 5.10 Cameras

**5.10.1** The use of on board camera equipment is prohibited unless authorised by the event organisers and the Chief Scrutineer. Permission must be sought 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.

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."

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.

### 5.11 Axles

**5.11.1** 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

### 5.12 Transmission (Axles)

**5.12.1** 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 F125 Open, 250 National and 450 National classes with a diameter greater than 40mm must have a minimum wall thickness of 2.9mm.

In Division 1 Superkart the rear axle must have a maximum external diameter of 40mm and a minimum wall thickness at all points (except in keyway housings) of 2.5mm

**Please also refer to class regulations for any variations.**

Maximum External Dia. (mm)	Minimum Thickness (mm)	Maximum External Dia. (mm)	Minimum Thickness (mm)
30	4.9	36	3.6
31	4.7	37	3.4
32	4.4	38	3.2
33	4.2	39	3.1
34	4.0	40	2.9
35	3.8		

### 5.13 Seat

**5.13.1** All seats must incorporate a head rest

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### 5.14 Wheels and Tyres

- 5.14.1** 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. 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. This is applicable on both wet and dry tyres.
- 5.14.2** 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.
- 5.14.3** F250 National - 6" diameter wheels and tyres only must be used with a max. tyre width of 8".
- 5.14.4** Division1 and 450 - 6" wheels and tyres only can be used.
- 5.14.5** 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**.
- 5.13.6** The use of chemical treatment on tyres is expressly forbidden. Any competitor found using chemical treatment on tyres in contravention of Motorsport UK Blue Book, will be banned from racing for a minimum of one year.
- 5.14.7** Only tyres that have been CIK homologated from the periods 2014 to 2022 are permitted.

### 5.15 Rain Lights

#### 5.15.1 Applicable ALL classes (with wing or without)

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.

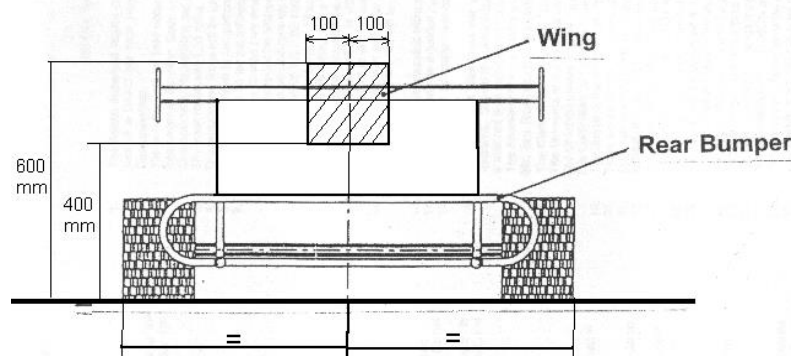
**Only the lights registered for use with the Motorsport UK/CIK will be eligible.**

The lens shall have a minimum surface area of **28cm<sup>2</sup>** 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.

#### 5.15.2



# The Super Series 2021

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### 5.16 NOISE CONTROL AND NOISE TESTING

**5.16.1 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 Supercart - 7000 rpm (A F250 Mono Supercart running in Div. 1 is 5500 rpm)

F250 National & F450 National - 5500 rpm.

F125 Open - 7000 rpm

F125 KZ - 7000 rpm

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

### 5.16.2 Noise Control

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 for that class.

A CIK homologated box must not be modified except for 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.

All air entering the intake silencer must do so without the addition or proximity of any device that may direct an increased flow of air from the forward movement of the kart towards the inlet. (Not Div. 1)

The following boxes have been approved for use on gearbox karts apart from KZ: -

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 450cc 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.

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

F250 National, F125 Open and F125 KZ

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.

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.

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.

F450 National

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.

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.

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.

**5.16.3** In all classes (including Division 1 Supercart) the exhaust system must discharge behind the driver and must not exceed a height of 45cm.

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6	<b>Specific Class Regulations</b>
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### FORMULA 125 OPEN

**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. Regulations as per 2021 Motorsport UK Year Book & Karting UK Yearbook where applicable.

**Chassis.** Must conform to current Motorsport UK Yearbook Regulations. 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.

**Bodywork and bumpers.** Either Short or Long Circuit style bodywork may be fitted to the kart. A bubble shield conforming to Motorsport UK 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 Motorsport UK Regulations are permitted when fitted with short circuit style bodywork, except for the CIK rear protection system.

**Engine.** 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.

**Tuning regulations.** Modifications to the engine are allowed, with the following limitations:

- Engines may be fitted with a piston from any other eligible engine with the same nominal bore.
- The bore and stroke may not be modified beyond the maximum 125cc capacity.
- 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.
- 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.
- 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.
- Two piece cylinder heads are allowed. Heads must be original manufacture. Head volume is free choice.
- The crankcase may have its volume changed by machining or adding stuffing material.
- To accommodate different connecting rods and pistons the cylinder head, the cylinder base and top and the crankcase deck may be machined. Extra cylinder gaskets or spacers may be fitted.

### Ignition.

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.

### Noise control.

As per 2021 Motorsport UK Year Book U.16.16 and Karting Year Book Appendix 3.

### Carburation.

All air and fuel for combustion must pass through a single carburettor from the following list :

Dell Orto: PHBE, PHM, PHSB, VHSB, VHSC, VSHS

Kiehn: PWK, PWM, PJ

Mikuni: VM, TM, TMX

Lectron: Power Jet, Power Jet High Velocity

The carburettor may be bored or modified. Electronic carburation systems are not permitted.

**Expansion chamber.**

Free choice of design, but made from magnetic steel only.

**Transmission.**

Free choice of gearbox and primary gears.

**Brakes.**

As specified in The Motorsport UK Yearbook section U16.10.1 to U16.10.10

**Wheels and tyres.**

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. Only CIK-homologated tyres are permitted from the periods 2014 to 2022, unless stated otherwise in the Championship Regulations.

**General.****Weight.**

Long circuit style bodywork – 195kgs minimum. Short circuit style bodywork – 180kgs minimum.

**Number plates.**

Blue background, with white numbers. U17.26-27 applies, unless varied in Championship Regulations.

**Age.**

The class is open to any driver aged 16 or over. Novice drivers are permitted but must display the relevant novice plate as U17.27.4.

**Specific Cup Competition Regulations****The F125 Cup**

Is open to all drivers who are competing using the following equipment from within the class regulations:-

Straight line analogue ignition systems homologated by the CIK for KZ motors

A current or previous CIK homologated intake silencer (airbox) with no additional devices fitted that feed air to the intakes.

# **The Super Series 2021**

## **by the British Superkart Racing Club**

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### **FORMULA 250 NATIONAL**

#### **Introduction.**

This class is restricted to Motorsport UK registered single-cylinder engines. Engines must be of a minimum of 175cc and a maximum of 250cc.

The engines 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 Motorsport UK 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.

Regulations as per Motorsport UK Yearbook 2021. The next period for inclusion of new engines commences 1.1.2022.

The Rotax 257 in five or six speed form is permitted. The IAMEX30 Super Shifter 175cc in 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 2.4. References to Section U refer to the Motorsport UK 2021 Yearbook.

**Chassis.** Any chassis complying with Motorsport UK 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. Minimum wheelbase is 106cm.

**Bodywork and bumpers.** CIK-homologated 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 Motorsport UK Yearbook.

#### **Engine.**

Eligible engines are as follows :

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.

THR Engineering THR02-14 (kit engine), THR SS250 (kit engine)

Viper Racing UK SK250S (kit engine), EVO250S (kit engine), SK250S1 (engine)

IAME X30 Super Shifter 175cc

DEA SK250 Single pneumatic exhaust valve (alternative parts), SK250 Single (engine)

PFP Victory - CR250R (alternative parts - crankshaft), CR250 (alternative parts – cylinder head)

WIWA Gas Gas K250

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.

#### **Tuning regulations: 180-250cc engines.**

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

- a) Stroke
- b) Bore (outside maximum limits)
- c) Connecting rod centre line (magnetic material only)
- d) Crankshaft must be on the manufacturers parts list
- e) 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 adaptor.
- f) Number of carburettors (1 only). The material magnesium is not permitted.
- g) All systems of injection and/or spraying of products other than permitted fuel are forbidden.
- h) No form of electronic carburation system

**Tuning regulations: 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 manufacturers 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 manufacturers registered reed block
- i) The ignition system(s) as registered with the engine (mapping must remain as per the manufacturers 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 CIK Regulations. The minimum squish is 0.9mm.

#### **Ignition.**

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.

#### **Noise control.**

As per 2021 Motorsport UK Year Book U.16.16 and Karting Year Book Appendix 3.

#### **Transmission.**

Engines up to 179 cc: maximum of six operational gears Ratios may not be varied and must remain as registered with the engine.

Engines over 179 cc: Maximum of five gears except for the Rotax 257 which can be used in 5 or 6 speed form. Gear ratios can be varied.

#### **Brakes.**

As specified in The Motorsport UK Yearbook section U16.10.1 to U16.10.10

**Wheels and tyres.** Either 5" or 6" diameter wheels and tyres can be used with a max. tyre width of 8". It is not permitted to mix 5" and 6" tyres on the same axle line. Only CIK homologated tyres are permitted from the periods 2014 to 2022

#### **General.**

**Weight.** The minimum weight with driver on the completion of any part of the event will be 195kg with just bumpers and side bars. If a wing is fitted to the above the minimum weight will be 200kg. The minimum weight with any other form of bodywork will be 208kg.

#### **Number plates.**

White background, with black numbers. U17.26-27 applies, unless varied in Championship Regulations.

#### **Age.**

The class is open to any driver aged 17 or over.

#### **Specific Cup Competition Regulations**

F250 Mono Cup is open to all drivers who are competing with Pre 2013 Engines.

#### **Eligible Engines**

Honda CR250  
Rotax 257 (either 5 or 6 speed)  
Cagiva WMX 250/88 Cross+  
KTM 544/545/546  
Moto TM Cross 250  
Suzuki RM250 Z to V (1982 -1997 inclusive).  
Yamaha YZ250.

# The Super Series 2021

## by the British Superkart Racing Club

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### FORMULA 450 NATIONAL

**Introduction.** 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. Regulations as per Motorsport UK Yearbook 2021.

Engines may be registered on a three-yearly basis. Engines once registered will remain on the list for three periods (nine years). The next period for inclusion of new engines commences 01.01.2022

### Chassis.

Any chassis complying with Motorsport UK 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.

Minimum wheelbase is 106cm.

### Bodywork and bumpers.

CIK-homologated 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 Motorsport UK Yearbook.

### 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 as follows :-

Honda CRF 450R (2004, 2005 & 2006)

KTM SMR & SX-F (2010 -2012)

Yamaha YZ450F Z,A,B & D (2010 – 2013)

Husqvarna FC (2016 - 2018)

KTM SXF (2013 - 2015 )

Rotax Can Am DS450 XXC XMC (2015)

TM SMX (2015 - 2017)

### Tuning regulations.

Modifications to the engine are allowed according to the following list:

- (a) 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
- (e) In the interest of reliability, the fitting of an alternative oil feed system to the engine is permitted.
- (f) Carburettors and injection bodies must be from the OEM parts list for the engine, which can be modified

The following must not be varied:

- g) Stroke
  - h) Bore (outside maximum limits)
  - i) Connecting rod centre line and connecting rod centres
  - j) Crankshaft
  - k) Camshafts
  - l) External appearance of the engine must be as original except for the ignition system and oil feed system
  - m) Number of carburettors if fitted (1 only).
  - n) All systems of injection and/or spraying of products other than permitted fuel are forbidden.
  - o) Fuel injection is permitted only if Original Equipment Manufacture on the model being registered.
  - p) It is not permitted to have an electronic connection to a carburettor unless this was standard OEM at manufacture.
- 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 relevant Championship Eligibility scrutineer who will transfer over the number from the engine crankcases being replaced onto the new crankcases.

**Ignition.**

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.

**Noise control.**

As per 2021 Motorsport UK Year Book U.16.16 and Karting Year Book Appendix 3.

**Transmission.**

Maximum of five gears. The engine manufacturer's ratios within the registration must be maintained.

**Brakes.**

As specified in The Motorsport UK Yearbook section U16.10.1 to U16.10.10

**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 2014 to 2022, unless stated otherwise in the Championship Regulations.

**General.****Weight.**

The minimum weight with driver on the completion of any part of the event will be 199kg with just bumpers and side bars. If a wing is fitted to the above the weight will be 204kg. The weight with any other form of bodywork will be 218kg.

**Number plates.**

Red background, with white numbers. U17.26-27 applies, unless varied in Championship Regulations.

**Age.** The class is open to any driver aged 17 years or above.

# **The Super Series 2021**

## **by the British Supercart Racing Club**

Issued by the BSRC :

Version : Published Copy

### **DIVISION 1 SUPERKART**

**Introduction.** CIK-FIA regulations for Division 1 Supercart apply unless otherwise stated below.  
Regulations as per Motorsport UK & Karting UK Yearbook 2021 where applicable.

#### **Chassis.**

Wheelbase: 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.

#### **Engine.**

All engines currently or previously homologated by the CIK for Division 1 Supercarts.  
Maximum cylinder cubic capacity 250cc, 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.

#### **Eligible engines.**

Any currently or previously CIK-homologated engines or alternative parts for Division 1 types of engines allowed:

1) Engines from 250cc 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 manufacturer's official catalogue). The advance and cartography may under no circumstances be modifiable from the driving seat under normal racing conditions. Validity of this engine type until 31 March 2018.

2) 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 pickup signal in order to set the ignition signal. For engines with two de-phased cylinders, it is allowed to mount two independent ignitions with two sensors. The advance and cartography may under no circumstances be modifiable from the driving seat under normal racing conditions.

3) In addition to the above prescriptions, the following criteria must be respected for the single-cylinder engine piston or reed valve induction - connecting rod must be magnetic material only - crankshaft must be on the manufacturer's parts list - the number of carburettors is 1 only - the material magnesium is not permitted - the gearbox has a maximum of five gears.

Modifications to the approved single cylinder engine are allowed providing the following are not changed:

- stroke
- bore (outside maximum limits)
- connecting rod centre line
- crankshaft
- external appearance of the engine other than the carburettor, ignition system, reed block carburettor rubber mounting, clutch cover, engine mounting points.

4) Two 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.

The advance and cartography may under no circumstances be modifiable from the driving seat under normal racing conditions. Combustion chamber volume: free.

Carburettor: free but mechanical without electronics. Exhaust and make of exhaust free.

Total exhaust opening angle - free.

5) Any Division 2 engine, according to the Specific Regulations of Division 2, **(valid until 31/12/2019)**.

#### **Ignition.**

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

#### **Transmission.**

Gear ratios are open.

#### **Brakes.**

As specified in CIK regulations.

## **Tyres**

Tyres must be Dunlop, Hoosier,

6 Inch - Any slick tyre homologated by the CIK in the periods 2014 to 2022

Wet tyres must be Dunlop or Hoosier and homologated by the CIK in the periods 2014 through to 2022

## **General.**

### **Weight:**

The minimum weight with driver on the completion of any part of the event:

one single cylinder engine: 208 kg including the bodywork;

minimum mass of the kart itself: 98 kg without the bodywork and without fuel

Other engines: 218 kg including the bodywork;

minimum mass of the kart itself: 113 kg without the bodywork and without fuel.

### **Number plates.**

Yellow background, with black numbers. U17.26-27 applies, unless varied in Championship Regulations.

### **Age.**

The class is open to any driver aged 17 or over.

**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

**Bumpers :** They are compulsory front, rear and side protections. These bumpers must be made of magnetic steel.

Front, Rear and Side bumpers complying with Motorsport UK and CIK Regulations may be used.

**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

## **Specific Cup Competition Regulations**

### **The Division 1 Cup**

Is open to all drivers who are using the following engines that are no longer on the CIK homologated list

#### **Eligible Engines are :**

FPE TR250

BRC Engineering - BRC250FE

PVP Karting 251

VM 250 MO1

Yamaha TZ250/1998 4TW

Yamaha TZ250/2001 5KE

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

Plus in the case of twin engine karts any engine no longer on the CIK list of homologated engines for KZ2

# **The Super Series 2021 by the British Superkart Racing Club**

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<b>7</b>	<b>Appendices - Contacts, Commercial Undertakings and Forms</b>
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7.1 Race organising Club and Contacts

British Superkart Racing Club  
2 Lion Close  
Costessey  
Norwich  
NR5 0UQ

Tel. 01603 743563

Email - [ianrushforth@gbsuperkarts.com](mailto:ianrushforth@gbsuperkarts.com)

7.2 Commercial Undertakings

7.2.1 Vehicle Presentation

The presentation of the Superkart is fundamental to the profile of the Championship, its sponsors and its audience.

7.2.3 Trade Support

The organisers reserve the right to obtain support sponsorship for the Championship. To qualify this may require fixing support logos to the vehicle.

7.2.3 Promotional Activities

Drivers may be required to participate in promotional activities at certain race meetings.