

**KART RACING PROMOTIONS
LIMITED**

PROMOTING

**EASYKART CADET 60CC
'E' PLATE CHAMPIONSHIP
2012**

**CHAMPIONSHIP SPORTING
REGULATIONS**

SPORTING REGULATIONS – GENERAL

.1 **TITLE - THE EASYKART CADET 60CC 'E' PLATE CHAMPIONSHIP 2012**

.2 **JURISDICTION**

The 2012 'E' Plate Championship is organised and administered by Kart Racing Promotions Ltd, in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association Ltd, (MSA), (incorporating the provisions of the International Sporting Code of the FIA). These Championship Regulations and any Supplementary Regulations are issued by the organisers. It is each competitors' responsibility to ensure they have received and read these regulations.

.3 **OFFICIALS**

Championship Co-Ordinator;	Mr John Vigor
Championship Stewards;	Mrs Penny Alt
	Mr James Collett
	Mr Colin McKay
Championship Eligibility Scrutineer;	Mr P. Klaassen

.4 **COMPETITOR ELIGIBILITY**

.4.1 Drivers must be registered for the championship and be in possession of a valid MSA Kart Competition Licence of minimum National 'B' (Novice) level. Drivers must be aged 8 - 13 years to compete in the championship. A Cadet may transfer to the Easykart Junior Class at the age of 12 years old. A driver may also remain in the Cadet Class until 31st December of the year he/she achieves their 13th birthday. Having moved into Easykart Junior Class, he/she may not then revert back to the Cadet Class.

.4.2 Competition Licences must be produced at registration and be available for inspection by the Clerk of the Course, Club or MSA Steward(s) as required throughout the race meeting.

1.4.3 Competitors under the age of 18 years must be accompanied by the holder of a Kart PG Entrants Licence, who must sign on as the Entrant of that competitor.

.5 **REGISTRATION (CLUB MEMBERSHIP)**

.5.1 The registration (Club Membership) fee shall be Free of Charge.

1.6 CHAMPIONSHIP ROUNDS

The championship will be contested over 2 points scoring finals.

Sunday 19 th February	Whilton Mill, Northants

1.6.1 Should it be necessary for any the event to be cancelled for whatever reason, the organisers will endeavour to allocate an alternative date and/or venue. Any substituted round will count towards the championship. In this case, section **D11.1.** in the 2012 yearbook applies.

1.7 SCORING

1.7.1 The race results are taken on the finishing order across the finish line in the finals, immediately following the leader taking the chequered flag and taking into account the number of laps completed after the start, by each competitor at that point.

.2 Points will only be awarded for the Pre-Finals and Finals.

.3 Pre-A Final 1st = 130 points
 2nd = 127 points
 3rd = 124 points
 4th = 122 points
 Then reducing by individual points down to last place

1.7.4 Fastest Lap 1st = 5 Points
 2nd = 3 Points
 3rd = 1 Point

1.7.5 "A" Final 1st = 130 Points
 2nd = 127 Points
 3rd = 124 Points
 4th = 122 Points
 Then reducing by individual points down to last place.

1.7.6 Fastest Lap 1st = 5 Points
 2nd = 3 Points
 3rd = 1 Point

1.7.7 All non-finishers in the finals will be classified and subsequently awarded points according to the number of laps completed.

- 1.7.8 During the finals – In the event of a breakdown, a driver may NOT re-join the race, unless he/she can re-join without assistance. The pit lane exit will be closed once the race has started.
- 1.7.9 Any non starters in the finals will be given a finishing position of last. In the event of there being 2 or more non-starters, their grid positions will be taken into account, whether they present themselves on the grid or not.
- 1.7.10 The final championship positions will be determined from the totals of the best 2 from the 2 points scoring finals.
- 1.7.12 meeting. A driver is not allowed to drop a '0' score, if a driver is excluded from the meeting.
Note – A driver has to be excluded from the race meeting in its entirety and not just one race.
- 1.7.13 During the races, place deductions of 1, 2, 3 or 4 positions may be applied if a driver is deemed to gain an unfair advantage.
- 1.7.14 In the case of a tie on points between drivers at the end of the final, the driver with the highest finishing positions will be awarded the higher final championship position. In the case of a tie on points and finishing positions, the driver with the highest qualifying position/s overall will be awarded the higher championship position.
- 1.7.15 In the case of an event not being completed for any reason the following will apply.
- 1.7.16 If an event is abandoned prior to or during the qualifying session, no points will be awarded for that round deeming each drivers rounds to count will be reduced by one best score.
- 1.7.17 If an event is abandoned prior to or during the heat and finals, points will be awarded to each driver according to their qualifying grid position. Note all qualifying sessions must be completed for this rule to come into effect.

1.8 AWARDS

.1 Awards for the event will be provided by Kart Racing Promotions Ltd or sponsors and will be restricted to cups or trophies.

.2 Trophies will be awarded as follows

Highest Points Scorer	Championship Trophy
Second	Runner Up Championship Trophy
Third	3 rd place Championship Trophy

1.8.3 Overall Championship.

The championship winner (Champion) will receive an 'E' Plate championship trophy and will display the 'E' Plate on his/her kart for the 2012 season. A Free Entry to a 2012 championship round, plus a set of Easykart tyres.

1.9 COMPETITORS OBLIGATIONS

- .1 It is mandatory for all competitors to sign on upon arrival to each race meeting.
- .2 It is mandatory for all competitors to attend all driver briefings.
- .3 It is mandatory for all competitors to provide and ensure a working transponder is fitted to the kart as per regulation 2.3.2

1.10 COMPETITORS PROMOTIONAL OBLIGATION

- .1 Competitors will be required to display an Easykart sticker on the Nassau panel.

2. SPORTING REGULATIONS – CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURE

.1 Entry

General, supplementary and technical regulations together with race entry forms will be mailed, **uploaded onto the Easykart website** or handed to all registered drivers in sufficient time for entries to be made prior to the closing date.

- .1.1 Competitors are responsible for sending in correct and complete race entries with the correct fee to arrive no later than 7 days prior to the event. Any entries received after 7 days prior to the event will be charged an extra £10 admin fee.
- .1.2 Entries will only be acknowledged by request provided a SAE is enclosed with the entry for that purpose.
- .1.3 Only registered (Members) may enter.
- .1.4 The entry fee is **£90.00**inc VAT.
- .1.5 There is no restriction on practising prior to the event, with the exception of rule 2.4.1. It is left to each drivers' discretion if they wish to practice at any time leading up to the event. In this case, competitors must contact each circuit direct to establish availability.

.1.6 Cancellations

Full refund will only be offered no later than 14 days prior to the event. Any cancellations received after this date but 7 days prior to the event will be offered a 50% refund. Any cancellations received within 7 days prior to the event will lose their full entry fee. No shows on the day of the event will lose full entry fee.

- 2.1.7 If a race meeting is cancelled by the organisers in advance, anytime up to registration commencing, the entry fee will be transferred to the re-scheduled

date. If for any reason a replacement round cannot be arranged, then a full refund will be offered.

2.2 WEIGHT

- 2.2.1 The minimum weight limit of **106Kgs** is the combined weight of driver, kart and engine with the kart in complete racing trim, as at the end of each timed qualifying session, pre-final and main final. If it is necessary to use ballast in order to achieve the minimum weight, the fixing of ballast to the kart must be fitted by using a minimum of 2 mechanical fixings. No single piece of ballast may exceed 5kgs. After a kart and driver have completed either timed qualifying, pre-final or final it is not permissible to alter the weight of the kart or driver in any way before being weighed. The driver must have his/her crash helmet, gloves, boots and suit as raced with him/her.

2.3 TRANSPONDERS

- .1 It is each driver responsibility to provide their own transponder and holder. All karts must be fitted with a TranX160 transponder provided by the driver/entrant.
- .2 Transponders must be fitted in accordance with MSA Yearbook 2012. It is the driver's responsibility to ensure that the transponder is working correctly. These transponders are used for scoring/timing and must be fitted for all sessions of the event. Transponders not fitted or not working will result in the competitor not being timed for the qualifying session and will be noted as qualifying last.
- .3 Transponders are available for hire on a per event basis from Kart Racing Promotions at a cost of £10.
- 2.3.4 Any driver who loses, misplaces or damages the transponder whilst in their possession will be charged the full value rate of £200+VAT.

2.4 TESTING

- 2.4.1 **Competitors are not permitted to test/practice, using their easykart or any other type of kart at the circuit from and including the Monday, Tuesday, Wednesday, Thursday and Friday prior to the event.**
- 2.4.2 Pre event testing will only be permitted on designated days and times scheduled by the championship promoter (A schedule will be advised to all members prior to the event).

2.5 PRACTICE

- 2.5.1 Practice will run for a period of 5 minutes.
- 2.5.2 Competitors may choose not to go out on circuit during practice, instead using the qualifying session to complete their minimum 3 laps. However, the race organisers strongly recommend that drivers use the practice session to ensure their transponder is working.
- 2.5.3 Competitors can only enter and exit once during this session.
- 2.5.4 Drivers choosing to take part in the practice session must complete 3 laps minimum.
- 2.5.5 Competitors placement in each practice session will be determined by their licence status i.e black plates (novices) will be grouped together.
- 2.5.6 Competitors must report to the weigh scales at the scrutineering bay on return to the pit lane, at the discretion of the scrutineer(s).

2.6 QUALIFYING

- 2.6.1 A 12 minute qualifying session will be provided.
- 2.6.2 The race organisers reserve the right to adjust the length of the qualifying sessions on the day at any time prior to the start of each session.
- 2.6.3 Each competitors fastest time taken from the qualifying sessions will determine their grid position for the heat(s).
- 2.6.4 Competitors must register a qualifying lap time to be on the grid for the heat(s).
- 2.6.5 Drivers who have chosen not to complete their minimum required 3 laps during the practice session, must complete a minimum 3 laps during qualifying.
- 2.6.6 Any driver failing to qualify will not be eligible to compete in either the heat, pre final or final. The Clerk of the Course may use his discretion on the grounds of the drivers status as to whether he/she is allowed to compete in the heat, pre-final and final, if he/she has failed to qualify or practice (achieved the minimum 3 laps).
- 2.6.7 A novice may start in a position as qualified without the need to start from the back. The Clerk of the Course may use his discretion on the grounds of safety to alter a starting position of any novice.
- 2.6.8 Competitors may only enter or exit once during each qualifying session.
- 2.6.9 In the event of tied qualifying times between drivers, the driver who set the time first will be awarded the higher grid position.

2.7 GRIDS

2.7.1 The grids for the heat(s), will be set at 25 and not exceed the circuit maximum.

2.8 HEAT

2.8.1 The heat is scheduled to run for the duration of 10 minutes +1 lap.

2.8.2 Once the elapsed time of the race is at 10 minutes, the race leader will be shown the final lap board.

2.8.3 The result of the heat(s) will determine the grid positions for the Pre-Final.

2.9 PRE FINAL

2.9.1 The pre final is scheduled to run for the duration of 15 laps.

2.9.2 The race organisers reserve the right to adjust the length of the race on the day at any time prior to the start.

2.9.3 Grid positions will be determined by each competitors finishing position in the heat.

2.10 FINAL(S)

2.10.1 The final is scheduled due to run for the duration of 18 laps.

2.10.2 The race organisers reserve the right to adjust the length of the race on the day at any time prior to the start.

2.10.3 Grid positions will be determined by the finishing order of the Pre - Final.

2.10.4 driver The winner of the Pre Final will be awarded pole position, the second place will be awarded grid 2 and so on in that order.

2.11 RACE PROCEDURE

2.11.1 On The Grid

At the point when all karts are on the grid, prior to rolling up procedure, in the event that it begins to rain, the race start will be delayed giving the competitors the opportunity to choose to fit rain tyres. A time of five minutes will be provided. Any change of tyres must take place in the dummy grid area only.

2.11.2 **Dummy Grid Procedure**

Once the first Heat has departed the dummy grid, a whistle, horn, claxon or announcement by P.A will be used to indicate the next scheduled grid have a maximum of 6 (six) minutes to enter the dummy grid area. A clock will be displayed near the entrance to the dummy grid, counting down the minutes.

2.11.3 When a Kart and driver has entered the dummy grid, he/she is not permitted to return to the paddock for any reason, unless instructed by an official.

2.11.4 Any driver not making the dummy grid within the 6 minutes will start at the back of the grid.

2.11.5 Any driver arriving at the dummy grid once the grid has departed, will miss that race.

2.11.6 Drivers are permitted the following spares/tools onto the dummy grid – A set of slick or wet tyres on rims (depending on track conditions), with a 10mm and 22mm socket spanner. A tyre pressure gauge, a spark plug, a 6mm allen key and spanner. Plus a spare battery. No other work is permitted on the dummy grid.

2.11.7 **Non Starters**

If a driver is unable to start their kart on the dummy grid, whilst the grid is under rolling up lap procedure (**1st rolling up lap only**), the driver will be entitled to an assisted start by the 'Grid Marshals' **only**. With permission from the grid marshal, the driver will be permitted to enter the circuit and re-take his/her grid position.

2.11.8 If a driver is unable to start their kart on the dummy grid, whilst the grid is on lap 2 of rolling up lap procedure, the driver will be entitled to an assisted start by the 'Grid Marshals' **only**. With the permission from the grid marshal, the driver will be permitted to enter the circuit but must start from the back of the grid.

2.11.9 If a driver (or the grid marshal) fails to start their kart on the dummy grid as the grid is approaching the final corner prior to the start line, the driver will miss that race.
The grid marshals decision is final.

2.11.10 **Race Start**

Race start procedure will be as written in the MSA yearbook 2012 in the specific karting regulations **section U**. Penalties may be imposed on the pole position driver for speed considered to be too fast or too slow. Penalties may also be imposed on the number 2 position driver if considered to have broken formation prior to the start line. Drivers who fail to take their correct position on the dummy grid when instructed must start the race at the rear of the last row of the grid.

- 2.11.11 Excessive weaving to warm up tyres is prohibited.
- 2.11.12 **Race Stops (RED FLAG)**
- 2.11.13 If any race is stopped (Red Flagged) the procedure will be followed as written in the MSA year book 2012 in the specific karting regulations **section U**.
- 2.11.14 If the race is restarted, any driver not taking their grid position when requested to do so, shall start from the back of the grid.

2.12 SCRUTINEERING

- 2.12.1 At registration, all competitors will be given a scrutineering form/card, which they have sole responsibility to fill in correctly and hand to the scrutineer at pre event scrutineering. This ticket/card must contain the following information: Drivers name, class and racing number, chassis number and engine number. The form/card must be signed by the driver. It is stressed that both the completion and handing of this form/card is the sole responsibility of the competitor. These forms/cards will be only method used to check that each competitor is using at all times the equipment declared and presented at pre event scrutineering.
- .2 At any post race scrutineering, the chassis and engine numbers must be those stated on the scrutineering form/card.
- .3 Should it be found that the chassis or engines do not comply to the above requirements, it will be considered a matter of fact that there will be no appeal. The Clerk Of The Course will hold a hearing and the minimum penalty will be exclusion from that race or timed practice session.
- .4 Post race scrutineering will take place after timed practice, pre finals and finals. All results are deemed provisional until all the karts are released by the series scrutineer, or any person designated to do so in his absence, and/or after completion of a judicial or technical procedure, which may take several days.
- .5 After timed practice for any race all drivers must go to the parc ferme area (refer to MSA year book 2012 **section U**). Any driver and kart directed or requested by an official to go into the weigh in/scrutineering area, should not leave this area without the specific permission or instruction of the series scrutineer, or any person designated to do so in his absence. Any driver or kart leaving this area without permission may be excluded from this event.
- .6 No person or persons other than the driver may enter the weigh in/ scrutineering area, until instructed to do so by a scrutineer. Failure to comply could result in judicial action being taken against the driver.

2.13 TYRES/SCRUTINEERING

- 2.13.1 At pre event scrutineering, all competitors sets of tyres will be marked. This set of tyres will be the tyres used for all practice sessions, qualifying sessions and races for that particular event.

3. TECHNICAL REGULATIONS

.1 Tyres

One set of slick tyres are permitted per round, per competitor. In the case of a puncture, it is the competitors responsibility to make sure the scrutineer inspects a faulty tyre before the leaves the track exit/weighing in area. Once the tyre has been inspected, a replacement 'marked' tyre will be provided. No extra tyre will be allowed after the kart has returned to the pit area. Rain tyres are free.

.2 Chassis

- .2.1 One chassis will be permitted. However, if the chassis incurs damage during the event, deeming the chassis unusable and is confirmed by the scrutineer, subject to availability, a complete replacement kart will be available for hire from Andy Cox Racing. The competitor can use the replacement Kart for the remainder of the event.

3.3 Engines

- 3.3.1 One engine will be permitted. In the case of an engine failure during an event, rule 3.2.1 applies.

- 3.4 **Fuel** Refer to Andy Cox Racing (ACR) technical regulations.

3.5 Costs

- 3.5.1 Competitors should be aware of MSA regulations **D.25.1.11 and Section C** with reference to costs involved in eligibility checking and note that these regulations will also extend to any tests or checks made on fuel and tyres. Any competitor found to have been using fuel, tyres, or equipment not conforming to these and ACR's regulations, will be subject to any costs involved in carrying out any necessary tests or eligibility procedures. Failure to pay these costs will result in exclusion from any further easykart rounds.

4. JUDICIAL PROCEDURES

- 4.1.1 All judicial procedures will be in accordance with the MSA year book 2012.

4.2 Penalties

Penalties will be as per MSA yearbook 2012, **section C** and specific penalties shown in these regulations. The championship stewards may impose exclusion from the championship to drivers found to have transgressed the sporting or technical regulations, or to have behaved on or off the track, in a manner likely to bring the championship into disrepute.

5. INFRINGEMENT OF TECHNICAL REGULATIONS

- 5.1.1 Any technical infringements arising from post race or post timed practice scrutineering or judicial action MSA year book 2012 **section C** regulations will apply.
- 5.1.2 In the case of drivers being underweight or in the case of a technical infringement due to an incident during a race, such as an airbox, exhaust etc falling off. The penalty for these types of infringements shall be exclusion from timed qualifying and/or the race with no points awarded.
- 5.1.3 In the case of 2 or more drivers being excluded from the Pre-Final for an infringement stated in rule 5.1.2, the driver with the fastest qualifying time will be awarded the higher grid position for the Final.

6. Paddock TRADERS / ENGINE BUILDERS AND TEAMS IN THE EASYKART

- 6.1.1 Only Andy Cox Racing Ltd (ACR), who are the sole importers of Easykart in the UK are eligible to sell spare parts in the paddock at Easykart events.
- 6.1.2 Third party traders are strictly forbidden to sell, or attempt to sell spare parts on any Easykart events, including practice days.
- 6.1.3 No trade engine builders are permitted in the Easykart paddock. ACR Ltd will offer full engine servicing and support at Easykart race meetings.
- 6.1.4 No trade / commercial race companies / racing teams are permitted in the Easykart paddock. The only authorized teams permitted to operate in the Easykart paddock are ACR Ltd, Club100 Racing Ltd and Platform Racing.
- 6.1.5 Any individuals found to be illegally trading or running enterprises as described in regulations 6.1.1 – 6.1.4 will be asked to leave the Easykart paddock.