

SPORTING REGULATIONS GENERAL

1. TITLE: The 2019 MOTORSPORT UK Bambino Racing Championship

1.1 The championship will be for the MOTORSPORT UK Bambino class.

1.2. JURISDICTION

The Championship is organised by the Association of British Kart Clubs (ABkC) and Administered and prompted by Zip Kart Int Ltd (hereinafter referred to as Zip Kart) on behalf of the MOTORSPORT UK for the Bambino Championship and ABkC in accordance with the general regulations of the Royal Automobile Club Motor Sports Association. (Incorporating the provisions of the International Sporting Code of the FIA), the MOTORSPORT UK specific regulations for karting, where applicable the ABkC regulations, as shown in the MOTORSPORT UK Kart Race Yearbook, these Championship regulations and any other final instructions issued by the Championship organisers. It is the competitors' responsibility to ensure they have all these publications and have read them thoroughly.

1.3. OFFICIALS

1.3.1. Co-ordinator: Mr Grant Munro.

1.3.2. Eligibility Scrutineer/Technical Commissioner: Mr Paul Klaassen

1.3.3. Championship Stewards: Mr Graham Smith, Mr Steve Chapman, Mr Chris Pullman

1.4 REGISTRATION & COMPETITOR ELIGIBILITY

1.4.1. Entrants must be fully paid up valid membership holding members of an MOTORSPORT UK Kart Club and in Possession of a valid 2019 MOTORSPORT UK Entrants Licence. Competitors must be accompanied by the HOLDER of a Kart PG Entrant's licence who MUST sign on as Entrant of that competitor. A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship. A PG Entrant Licence must be produced in accordance with U.14.1.5 if the driver is a minor.

1.4.2. Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of an MOTORSPORT UK Kart Club

1.4.3. All competitors for the championship must register by returning the registration form with the registration fee to the Coordinator or by registering on-line by April 30th 2019. The Championship organisers, however, reserve the right to accept entries after the closing date. To be registered for the championship competitors must be fully paid up and valid membership card holding members of a MOTORSPORT UK Kart club as above. The registration fee is £390.00 made payable to Zip Kart/Silverstone kart club. This includes one set of MOTORSPORT UK Le Cont Tyres for rounds 1, 2 and 3. Registrations after round 3 will cost £295.00 and will include a set of Le Cont MOTORSPORT UK Bambino tyres.

1.4.4. By registering for the Championship all competitors, and their associates, commit to the MOTORSPORT UK Race 'n' Respect campaign and agree to positively promote and demonstrate the Karting Code, which is appended to these regulations. Transgressions will be reported to the Championship Stewards and entrants are liable to penalty by the Championship Stewards including championship points deductions and up to exclusion from the event or series. This is over and above any penalty issued at the event. Competitors and Parents should be aware of the code and have their Race and Respect wrist bands on at all MOTORSPORT UK Bambino meetings.

1.4.5. All necessary documentation must be presented for checking at all rounds when signing on. Driver and competitor details will be held on a Zip Kart Database and will be subject to the provisions of the Data Protection Act 1998 and from May 2019 the provisions of GDPR from Zip Kart.

1.4.6. Registration numbers, which will be between 11 and 99, unless the competitor has been awarded a number 0-10 in the 2018 MSA Bambino Championship, any competitors that have a seeded number may use this number at any MOTORSPORT UK Bambino event in 2019, any numbers will be the permanent competition numbers for the Championship but will always be in accordance with U17.28.1 the numbers must be Orange background with black numbers (see U17.27). The numbers must be of the 'Classic' type described in U17.27.3."

1.4.7. Entries will be accepted from "Guest Drivers" providing there is availability at the meeting. Guest drivers will need to ensure that their Le Cont MOTORSPORT UK Bambino tyres have a minimum tread depth of 3mm at any point and will also need to purchase a set of MOTORSPORT UK Championship numbers, and a Championship restrictor.

1.4.8. Guest Entry's will be accepted at the normal entry fee and do not have to comply with registration as per 1.4.3 for their first event but must comply with licence conditions as per 1.4.1 and

1.4.2, Any driver wishing to compete in more than three rounds must pay the normal registration fee. Guest drivers will score meeting points and are eligible for meeting awards. Drivers registering for the Championship after round 3 will be subject to a registration fee of £290.00 which includes one set of Le Cont MOTORSPORT UK Bambino tyres and one set of MOTORSPORT UK Bambino Championship numbers and sticker sets.

1.4.9. Only registered competitors will score Championship points where they finish in all Heats and Finals on the day as per 1.7.1/2/3/4/5. If a "guest driver" decides to take part in further rounds they will be required to pay the registration fee (1.4.3) and (2.1.6) and will be able to take forward the points accrued at their meetings as a "guest driver".

1.5. Deleted

1.6. CHAMPIONSHIP ROUNDS

The Championship will be contested over seven meetings each consisting of timed practice (TQ), followed by two Heats and Finals

The points accrued from the Heats and the finals will constitute a round. The meetings will be as follows:

Dates, Circuits and Clubs

Round 1: April 26/27 PFI International(TVKC)

Round 2: May 25/26 3 Sisters Wigan(MBKC)

Round 3: June 8/9 Rowrah (CKRC)

Round 4 : August 17/18 Shenington (SKRC)

Round 5 :August 31/September 1st Rissington (RKRC)

Round 6 : September 14/15 Larkhall (WSKC)

Round 7:October 19/20 Bayford Meadows (BMKC)

1.7. SCORING FOR CHAMPIONSHIPS.

1.7.1. Points will be awarded to competitors listed as classified finishers in the timed qualifying practice, heats and finals as follows:

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Bambino heats , If the A and B Finals are not run as per 2.4.1 then the grid positions/classification will be used for Championship points, in this case all Heats must have been completed. Non-finishers in all Heats will be given a position according to their recorded lap time. allocated in heat order if more than one (starters as per regulation 2.5.2). Exclusions will score 0 points. DNS/DNF score points based on number of starters +1 position.

1.7.2. The final Championship positions will be determined from the total of a maximum of 6 best scores from 7 rounds. To qualify for a top 10 position in the championship a driver must have competed fully in 6 rounds (competed fully is defined as a driver been present on the grid for all sessions and attempt to start each run), unless written permission is given for absence by the series co-ordinator which would only be given in exceptional extenuating circumstances. All dropped scores will count as 0, if they do not compete in 6 rounds then the final Championship positions will be determined from the total of a maximum of 5 best scores from 6 rounds.

1.7.3. Should any driver be totally excluded from a meeting for any reason they cannot drop those rounds, it will count as one of their 6 results (One 0 points will be included in their 6 best scores)

1.7.4. MOTORSPORT UK general regulation C3.5.1 a & b will apply in the event of 1.7.3.

1.7.5. Should a tie result from the total of the 6 best scores, for any position, the discarded 7th highest score will be included. Should a tie still result it will be decided by the number of 1st places gained in A final runs. If still undecided the number of 2nd places in A finals, then 3rd places and so on until resolved.

1.7.6. In the case of the heats not being completed for any reason the following will apply:

1.7.6.1. If a meeting is stopped as per 1.8.5.1. there will be no Championship points given in the class and the Championship total best scores as shown in 1.7.2., will be reduced by 1 best scores.

1.7.6.2. If a meeting is stopped as per 1.8.5.2. There will be Championship points given for the timed qualifying, heats the and classification points for the A and B Final.

1.8. SCORING FOR THE INDIVIDUAL MEETINGS

1.8.1. Points will be awarded to all competitors listed as classified finishers in, heats and finals . The points will be as follows for the heats and finals. Pre finals where run will score 0 points

<u>Position</u>	<u>Heats</u>	<u>Finals</u>	<u>B Final</u>
<u>1</u>	<u>25</u>	<u>50</u>	<u>0 Moves up</u>
<u>2</u>	<u>23</u>	<u>46</u>	<u>0 Moves up</u>
<u>3</u>	<u>21</u>	<u>42</u>	<u>0 Moves up</u>
<u>4</u>	<u>20</u>	<u>40</u>	<u>19</u>
<u>5</u>	<u>19</u>	<u>39</u>	<u>18</u>
<u>6</u>	<u>18</u>	<u>38</u>	<u>17</u>
<u>7</u>	<u>17</u>	<u>37</u>	<u>16</u>
<u>8</u>	<u>16</u>	<u>38</u>	<u>15</u>
<u>9</u>	<u>15</u>	<u>37</u>	<u>14</u>
<u>10</u>	<u>14</u>	<u>36</u>	<u>13</u>
<u>11</u>	<u>13</u>	<u>35</u>	<u>12</u>
<u>12</u>	<u>12</u>	<u>34</u>	<u>11</u>
<u>13</u>	<u>11</u>	<u>33</u>	<u>10</u>
<u>14</u>	<u>10</u>	<u>32</u>	<u>9</u>
<u>15</u>	<u>09</u>	<u>31</u>	<u>8</u>
<u>16</u>	<u>08</u>	<u>30</u>	<u>7</u>
<u>17</u>	<u>07</u>	<u>29</u>	
<u>18</u>	<u>06</u>	<u>28</u>	
<u>19</u>	<u>05</u>	<u>27</u>	
<u>20</u>	<u>04</u>	<u>26</u>	

1.8.2. From the total of the accumulated points (2 heats), the top 14 drivers with the most points go forward to the grid for the A Final with the driver with the most points on pole position. The remaining drivers will be similarly classified for the B Final. The top 3 finishers from the B final will move onto the back of the A final in the order of finishing position from the B final .Ties on points for the classification will be decided on the TQ time with the fastest TQ time having the advantage.

1.8.3. Ties in (points) for finals will be decided by a drivers TQ position then if still tied by fastest lap.

1.8.4. Deleted

1.8.5. In the case of a meeting not being completed for any reason the following will apply:

1.8.5.1. If a meeting is stopped prior to the completion of the heats of that class there will be no points or awards given for the meeting. (see 1.7.6.1)

1.8.5.2. If a meeting is stopped after completion of the heats the results of that class will be declared on the grid positions for the first final. If the meeting is stopped after the first final the results of that class will be declared on the finishing positions of that final. In either case the awards and points will be given accordingly. (see 1.7.6.2)

1.8.5.3. Any refund of entry fees will only be considered if a meeting is stopped before official practice on Sunday morning has taken place. If a meeting is stopped at any time after official practice has taken place no refunds of entry fees or tyres will be given.

1.9. AWARDS

1.9.1.1. Per meeting: For all competitors there will be trophies and or medals with Podium trophies for the top 3 three drivers in the A Final , these are Championship awards. In addition there will be trophies for the A Final top 3 finishing positions these are NON Championship awards supplied by the host club , where available.

1.9.1.2..Deleted

1.9.2. Overall Championship. The winner of the Championship will receive a Championship trophy

1.9.3. The top 10 drivers in the 2019 MOTORSPORT UK Bambino championship will be awarded their numbers accordingly to use at all MOTORSPORT UK meetings until the last round of the 2019 series. Should the average entry for the year in any class be less than 10 only numbers 1 to 5 will be awarded, in which case numbers 6 to 10 are not permitted to be used

1.9.4. The top 5 from the 2019 Championship will not have to pre-qualify for the 2020 Championship, if qualification is necessary and provided the same class runs in 2020.

1.9.5. All Championship awards and prizes may be given at a prize presentation, date and venue to be advised not later than December 31st, 2019.

1.9.6. All meeting awards and prizes will normally be given at the venues within one hour of the provisional results being posted. In the event of a provisional result not being posted by 6.00pm, the awards will be given at the round following publication of the final results and if the competitor is not present then any awards will be posted.

1.9.7. COMPETITORS' OBLIGATIONS

1.9.7.1. It is mandatory for all drivers and their PG Licence Holder (the "competitor") to attend all drivers' briefings arranged by the Clerk of the Course.

1.9.7.2. In the case of 1.9.6 ALL competitors are obliged to collect their awards personally unless awards delayed and posted. Winning drivers should arrive at the presentation in their race suits which should be zipped up to the top. In the case of 1.9.5 the first three in each class must collect their awards personally; all other competitors must collect their awards personally or nominate a third party to collect their award on their behalf. This third party shall not be a MOTORSPORT UK Bambino Championship Official, and shall collect the award at the prize presentation. In all cases awards not collected will be forfeit.

1.9.8. Title to awards. In the event of any provisional result or Championship tables being revised after any provisional presentation and such revisions effect the distribution of any awards competitors concerned must return such awards to the MOTORSPORTUK Bambino Championship in good condition within 7 days.

1.9.9. To provide & ensure a transponder is fitted to your kart as per regulation 3.7.

1.9.10. In order to qualify for both meeting points and championship points each competitor must sign on during the time specified in the meeting programme and comply with 1.7.2

2. SPORTING REGULATIONS – CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURE

2.1. ENTRIES Supplementary Regulations (SR's) for the event will available on the host clubs website, a link to the entry forms will be emailed or made available to all registered drivers in sufficient time for entries to be made prior to the closing dates. It is the competitor's responsibility to have read them thoroughly.

2.1.1. Competitors are responsible for sending in correct and complete entries with the correct fee to arrive prior to the closing dates, which will be shown in the final instructions for all Rounds which will be e mailed to all competitors.

2.1.2. Entries will only be acknowledged by request provided a SAE is enclosed with the entry for that purpose.

2.1.3. Only registered competitors, who have paid the registration fee may enter and guests as per 1.4.7

2.1.4. The entry fee is to be paid to the organising club at the rate specified for the MOTORSPORTUK Bambino meeting. The entry fee includes Saturday practice. Where Friday practice is offered then this will be charged separately by the host club.

2.1.5. The Championship Organisers reserve the right to refuse any competitor or entrant to enter any particular meeting if the competitor owes any money to Zip Kart or other company associated with Zip Kart. The Championship organisers reserve the right to refuse anybody from registering or competing in the Championship_or assisting drivers in the_championship. if it is thought that they have brought the Sport or Championship into disrepute including any social media comments or posts about the Championship or Bambino Class.

2.1.6 No commercial race companies or racing teams are permitted to host MOTORSPORT UK Championship Bambino drivers in providing race services or covered accommodation either in the championship or at the meeting hosting the championship round(s) .A team or commercial company is defined as a group or individual(s) who are hosting the driver to make commercial or financial gain where the principals are not also the PG Entrant license holders of the drivers entered in the championship, this includes the use of team names , team sticker kits and team race suits/ clothing , and exclusive group track walks. The use of one mechanic is permitted at the discretion of the championship promoter. Transgressions will be reported to the Championship Stewards and entrants are liable to penalties by the Championship Stewards including championship points deductions and up to exclusion from the event or series.

2.1.7 – Junior Incident Marshals (JIM) are not permitted on track With the exemption of the start where a number of JIM may be permitted these must be signed on with the host club.

2.2. **PRACTICE** Official timed qualifying practice will be the minimum period as specified in the MOTORSPORT UK Yearbook Regulations, see 2.3.2.1.

2.2.1. ALL competitors, and their equipment, are forbidden to practice or use the circuit in any type of kart on the Monday, Tuesday, Wednesday, Thursday or Friday (unless specified as an official MOTORSPORTUK Bambino Championship practice day) prior to the meeting. Any competitor reported or deemed to have done so, by an official of the organising club or Zip Kart, may be excluded from the meeting.

2.2.1.1. Once the kart has entered the dummy grid area the driver/mechanic must position it on to their kart on their grid position or as directed by the grid marshal. Once again it should be emphasized that no adjustments except to tyre pressures (additional air cannot be added) will be allowed on the dummy grid. Any infringement of this rule will result in the competitor not being allowed to compete in the timed run or will be placed at the rear of the grid for time trial or face a time penalty to their fastest time. Should a competitor wish to make further adjustments then he may return to the Pre-Race assembly area (if it is not closed), but will then be subject to the rules as detailed in 2.2.1.1 above. Once the timed practice/run is ready to start the karts will come under starters' orders and be released on to the circuit at timed intervals as directed by the grid official. The practice of lifting the kart up and revving it is strictly prohibited.

2.2.1.2. At the end of the timed practice, heats and finals the karts will be directed into Parc Ferme as detailed in 2.7.3 – 2.7.7 below.

2.2.1.3. Any driver/mechanic impeding another competitor in any part of phase 2.2.4.1 or 2.2.4.2 will be reported to the Clerk of Course who will hold a hearing and may impose an appropriate penalty. It should be noted that any change to the timetable that arises for whatever reason will be advised to the competitors by official bulletin and or PA system.

2.3. GRID POSITIONS

2.3.1. The maximum grid will not exceed the Motorsport UK track licence maximum for Bambino

2.3.2. The grid positions for heats 1 and 2 will be decided by the timed practice results, see 2.3.2.7. The starting order for the A and B Final runs will be taken from the points gained in the heats

2.3.2.1. Timed practice will be for a min of 5-6 minute session (unless amended by bulletin or PA system or weather conditions) and each driver will take part in one of these sessions.

2.3.2.2. All karts will be on circuit on the same time except where the number of drivers exceeds the maximum number as per 2.3.1. The order for timed practice sessions will be as drivers arrive at the pre/dummy grid, following qualifying drivers will be then placed in their qualifying order for their 2 heats.

2.3.2.3. Each timed practice session will be a minimum of 5 minutes to be advised by bulletin or official race programme. All drivers in the session will start their timed laps by leaving the dummy grid as directed by the grid marshal and may do as many laps as they wish in the period, all these laps will be timed.

Crossing the start line for the first time will register on the timing equipment and will constitute the start of your first lap. All regulations will apply as if the session was a race. Once a driver leaves the circuit and returns to the scrutineering/pits area, their session will finish, and they will not be allowed onto the circuit again.

2.3.2.4. On leaving the circuit from the timed practice session, all drivers MUST report to scrutineering and weighing area.

2.3.2.5. Any driver missing his/her timed practice will not be allowed to take part in additional class timed practice. It is the driver's responsibility to present themselves and their equipment on the grid for their timed practice at the correct time. No time will be recorded.

2.3.2.6. Any driver considered to be baulking or blocking another driver may be penalised. Q.14.4.1 applies. A driver who consistently places their kart on a line that is not that recognised as the racing line, in an effort to prevent being overtaken or slow other drivers, may be warned as to their unsporting conduct and should they continue they may be given a penalty. Lap times may be taken into consideration.

2.3.2.7. The timed practice results order will decide the grid positions for the heats. Each driver's quickest single lap only to count. The competitor with the quickest lap time takes pole position on the grid for the heats alternating until last place from timed practice order. In case of a tie in time the second lap will be taken to resolve the tie and then the third lap etc.

2.3.2.8. The timed practice session has a similar status as a timed run and therefore Championship Regulation 5.1.1 will apply. Similarly, because of this status the Regulation C3.3 in the 2019 MOTORSPORT UK Yearbook will not apply.

2.4. Heats

2.4.1. Each driver will have two heats of a min of 7 minutes per run to be advised by bulletin. There will be A and B Finals of 8, 9 or 10 minutes duration each final run.

2.4.2. Heats and Finals duration may be reduced in wet weather or unforeseen circumstances and will be announced on the dummy grid accordingly prior to the run. Changes can also be made during competition for safety reasons.

2.5. STARTS

~~2.5.1. Will be as MOTORSPORT UK specific karting regulations U7.7 to U7.8.3. Penalties may be imposed on the pole position driver for speed considered to be too fast or too slow. Penalties may also be imposed on the No 2 position driver if considered to have broken formation prior to the start line. Drivers, who fail to take their correct position on the dummy grid when instructed, must start the race at the rear of the last row of the grid.~~

~~2.5.2. To be classified as a finisher the kart must cross the start line at the start of the race under their own power as per U12.5.1.~~

2.5.3 Unless otherwise indicated by bulletin race starts will be standing starts (U.7.8.2). Drivers should proceed to their designated grid positions and must not move up should a kart fail to take up a place in front. Heating of the clutch by accelerating and braking simultaneously or alternately is forbidden. The engine must be left running ready for the start. Should the engine stop before the start sequence commences the driver should raise his hand and if possible an official will make an attempt to re-start the engine. If the engine does not re-start the kart will be removed from the grid and the driver will proceed to a safe place. The starting signal will be given by extinguishing the Red Light (or raising the National Flag) see U.7.8.2 If a kart has failed to start if possible one further attempt to start the kart will be permitted by an official until the leader approaches the half lap mark after which the kart and driver must be removed to a safe position, or as soon as requested by officials. No further attempts can be made to start the engine during the race but the driver will be classified as a starter if compliant with 2.5.2.

2.6. RACE STOPS

2.6.1. Will be as MOTORSPORT UK specific karting regulations U7.9 to U7.10.11 inclusive.

2.6.2. If the competition is re-started, any driver not taking their grid position when requested to do so, shall start from the back of the grid

2.7. SCRUTINEERING

2.7.1. Pre-competition. Scrutineering will take place on Saturday or Sunday, as per Clubs SR's. Anybody wishing to scrutineer alternative equipment may do so prior to his or her timed practice.

2.7.2. ALL competitors will be given a scrutineering card, which they have SOLE responsibility to fill in correctly and hand to the scrutineer at pre race scrutineering. This card must contain the following information: Drivers name, class and race number. The chassis/chassis's unique number/numbers as MOTORSPORT UK U16.5.1, and the chassis manufacturer. Each engine's unique number and the manufacturer and model number and log card, and fuel mix ratio, must be presented to the scrutineer for inspection at this time.

Where MOTORSPORT UK seals are used to seal chassis & engines, the seal numbers must be written alongside the individual engine and chassis numbers on the scrutineering card, and must be correct. The card must be signed by the driver and the drivers PG entrant. It is stressed once more that both the completion and handing in of this card is the SOLE responsibility of the competitor.

These cards will be the only method used to check that each competitor is using at all times the equipment declared and presented by him/her at pre race scrutineering.

Paint used at pre race scrutineering is to identify that equipment has passed scrutineering. It is also the competitor's responsibility to ensure that both the chassis and engines are marked in this manner by the scrutineer at pre race scrutineering.

This paint is only a general marking of scrutineered equipment and only the scrutineering card identifies competitor's individual equipment. At any post session or run scrutineering the chassis, engine numbers and any MOTORSPORT UK seal numbers must be those stated on the scrutineering card and the chassis and engines must also have the general scrutineering paint in place, if used. The official tyre markings must also be in place on each tyre these may be augmented or replaced by registering the bar code numbers.

Should it be found that the chassis, engines or seals do not comply with the above requirements, or that the tyre markings or bar codes, are missing or incorrect, it will be considered to be a matter of fact for which there will be no appeal. It is the responsibility of the competitor to ensure that a seal or mark is not missing or damaged. No seal can be replaced if the kart has left parc ferme. The Clerk of the Course will hold a hearing and the minimum penalty may be exclusion from that timed run or timed practice session. In the case of the minimum penalty the provisions of C3.5.1 would not apply

2.7.3. Post Event Scrutineering will take place after timed practice, heats and finals all results are deemed provisional until all karts are released by the Chief Scrutineer, or any person designated to do so in his absence, and/or after completion of any Judicial or Technical procedures, including the testing of fuel, checking of engines and tyres which may take several days.

2.7.4. After timed practice or any Heats all drivers must go to the Parc Ferme area as per MOTORSPORT UK U8.1 & U8.1.1. Any driver and kart directed or requested by an official to go into the weighing/scrutineering area, should not leave this area without the specific permission or instruction of the Series Scrutineer, or any person designated to do so in his absence. In the case of drivers under 18 years of age, we would suggest the entrant satisfy himself or herself that this permission has been given. The minimum penalty for any driver or kart leaving this area without permission will be exclusion from the /timed qualifying or timed run. The class weight for racing is 71 kgs

2.7.5. No person or persons, other than the driver may enter the weighing/scrutineering area, until instructed to do so by a scrutineer. Failure to comply could result in judicial action being taken against their driver.

2.7.6. Engines or chassis may be sealed at any time, and you may be requested to fit special nuts to your equipment for this purpose. This does not preclude the Scrutineer's right to fully dismantle the engine or components if required.

2.7.7. Any time during the meeting you may be requested by the Chief Scrutineer to remove any component from your engine or kart, which will be sealed and held by the scrutineer, and replace it with a standard homologated unit, that will be given to you by the scrutineer, for use for the remainder of the meeting. The said unit is to be returned in good working order at the finish of the meeting, when your unit will be returned, unless it is impounded by the scrutineer for testing.

2.8. **RESULTS** will be in accordance with the 2019 MOTORSPORT UK Yearbook

3. TECHNICAL REGULATIONS

3.1. Specific karting technical regulations in Section U, and those contained in the MOTORSPORT UK Kart Race Yearbook, including where applicable the ABkC regulations contained in MOTORSPORT UK Kart Race Yearbook Appendix 4, and any amendments issued by the MOTORSPORT UK or ABkC, will apply with the following Additions or exceptions.

3.2. TYRES

3.2.1. GENERAL One set of MOTORSPORT UK Le Cont 04 tyres for rounds 1, 2 and 3 and then another set of MOTORSPORT UK Le Cont 04 all weather tyres for rounds 4, 5 and 6 to be supplied by the Championship organisers (see 3.2.5 below) only these sets will be allowed for the Championship per competitor., plus one extra front and one extra rear of each type per meeting, these extra tyres may only be allowed at the discretion of a scrutineer or Championship official if in his/her opinion either one front or one rear tyre is damaged and un-safe to use. These tyres must be purchased from the Championship organisers. All tyres must be used in the direction that the manufacture intended.

IT IS THE COMPETITOR'S RESPONSIBILITY to make sure that the scrutineer inspects a faulty tyre before the kart leaves the track exit/weighing in area. No extra tyres will be allowed after the kart has left the parc-ferme area. It should be noted that these tyres may not be used during free practice or warm up sessions on Saturday_(unless agreed by the Championship organiser and or COC)

3.2.2 At Round 1 a set of “MOTORSPORT UK Le Cont 04 All weather” tyres , will be made available to each competitor entered. These tyres are to be used for Rounds 1, 2 and 3 .

For Rounds 4, 5 and 6 a further set of “MOTORSPORT UK Le Cont All weather” tyres will be made available to competitors and only that set of tyres must be used for these rounds. Tyres used in Round 1, 2, 3 are not eligible for use in Rounds 4,5 and 6.

3.2.3. Tyre Purchase

3.2.3.1. The tyres for the first round and rounds 1 2 and 3 are included in the championship registration fee.

3.2.3.2 At the end of each meeting the competitor will go to the MOTORSPORTUK Bambino official and have the tyres sealed (as per the procedure in 3.2.5.

3.2.4. All tyres will be marked (normally by barcode) and every competitor will receive a random set of tyres when replaced as new as per 3.2.2. It is the competitor’s responsibility to make sure tyres are marked when issued and that the marks are always in place during the meeting (See 2.7.2).

3.2.5. At the end of each round the competitors tyres will be sealed and marked in bags by the MOTORSPORTUK Bambino official the cost for this is £20.00 for the championship, payable at round 1. The competitor will then take the sealed bag away and will present the sealed and marked bag to the MOTORSPORTUK Bambino official on the Saturday or Sunday of the next round. Without it having been tampered with in any way, and if the scrutineer or MOTORSPORTUK Bambino official is happy that the bag has not been opened or tampered with in any way, they will open the bag and you will be given your opened bag. You must use this set of tyres at that meeting. If the scrutineer feels the bag has been tampered with, then you will be required to purchase a set of MOTORSPORT UK Le Cont 04 All weather tyres from Zip Kart for that meeting. The organisers may choose to supply the competitor with a new or used set of tyres commensurate with the expected wear prior to that meeting. This system will continue for the next meeting etc.

Should the scrutineer feel the tyres or bags have been tampered with then the following will apply:

1st offence reported to the Clerk of the course and 10 Championship points deducted

2nd Offence reported to the Clerk of the course and 15 Championship points deducted

3rd Offence reported to the Clerk of the course and 20 Championship points deducted

Tyres or Bags that are suspected to have been tampered with will be subject to 3.2.10.

Only tyres purchased from Zip Kart and registered for that driver and obtained from within the parc ferme or scrutineering area will be allowed to be used during timed practice and racing.

3.2.6. Competitors must remove all their tyres, litter and fuel cans from each circuit at the end of a meeting. Should any be left behind they will be identified and any charges incurred for their disposal will be reimbursed from the competitor.

3.2.7. Approved tyre compounds will be lodged with the MOTORSPORT UK for comparison purposes. Should any dispute over tyres arise, a competitor's tyres may be taken for analysis testing and if proven to be illegal that competitor will pay for the cost of the analysis. At any time tyres may be tested. Should any dispute over tyres arise, a competitor's tyre samples may be taken for analysis D36.1, D36.2, D36.3 and if proven to be ineligible that competitor will pay for the cost of the analysis and all other costs incurred. Any tyre testing done at the circuit is not the definitive test merely an indicator to proceed with tyre analysis, which will be carried out at a MSA, approved laboratory as per U.20 and C.4.3.

3.2.8. A photo-ionization detector (PID) may be used for testing for chemical treatment of tyres. A reading greater than 2ppm, with the sampling probe within 5mm of any part of the tyre or tread, and where the reading is at least 50% greater than the average readings found on tyres from other competitors in the event, will be deemed evidence of chemical treatment as per MOTORSPORT UK Competitors Yearbook regulation U16.9.6 & U16.9.7 and tyres may be further tested as per D36. Any tyre testing done at the circuit is not the definitive test merely an indicator to proceed with tyre analysis, which will be carried out at a MSA, approved laboratory as per D.34

3.2.9. Competitors' control tyres may only be used for 3 laps practice (if offered) and all Heats and final and may not be used during practice on Saturday Practice. Unless agreed with the championship organisers and MOTORSPORT UK Scrutineers.

3.2.10 Weight the class weight for the MOTORSPORTUK Bambino Racing Championship will be 71kgs

3.3. CHASSIS

3.3.1. Competitors will only be allowed one chassis, however if damage occurs to the chassis, which has been scrutineered for the meeting, if in the opinion of the scrutineer it is not practical to repair in time, one alternative chassis of the same make and type may be scrutineered in order to continue

the meeting. Only Bambino chassis that are registered with the MOTORSPORT UK by 31/3/19 are eligible for use in the 2019 Championship.

3.4. ENGINES

3.4.1. Only two engines are allowed to be scrutineered.

Engines may not be started in the pits or paddock at any circuit and as per MOTORSPORT UK regulations U12.7 should a Driver/Entrant wish to start their engine it may only be done in a designated area at a circuit. Due to noise problems some circuits may not have such an area. Any Driver/Entrant starting their engine without the above permission will be reported to the clerk of course who may exclude them from the meeting or penalise them

3.4.1.2 At any time there must be a gap of 10mm between the side pod and the engine starter cover it is forbidden to have anything in front of the engine that may disrupt airflow into the engine or fan cover. if the meeting is declared wet then a cover or wet box maybe used A1.4v does not apply. The maximum length of fuel pipe from the tank to the carb is 260mm and an od 9.75mm

3.5. FUEL & FLUID TESTING

The only petrol allowed to be used during racing will be that petrol nominated by the championship organisers from a nominated petrol pump at a designated local service station. MOTORSPORT UK regulation C4.1 to C4.2.1 applies. The entrant must obtain a receipt from the designated service station dated no earlier than the Thursday preceding the meeting. The receipt must be shown on request of the Technical Commissioner, the Eligibility Scrutineer or the Chief Scrutineer or the fuel official. The designated pump will be promulgated in Final Instructions

The only addition to this petrol that is allowed is the addition of Shell Advance Racing M oil (Shell Super M). You be required to make a written declaration to the scrutineer stating the oil mix ratio that you have used in your petrol on your scrutineering card.

Any fuel testing done at the circuit is not the definitive test merely an indicator to proceed with fuel comparison and/or analysis testing, which will be carried out as per D.34.

Comparison testing of fuel will be carried out after the event by Vital/Carless fuels (for an MOTORSPORT UK approved comparison test as per C4.2) in accordance with D34.3. Three individual samples will be taken and sealed as per D.34.1.4. One sample, selected at random, will be sent to Vital Equipment along with one sealed sample of the control fuel, mixed with the declared oil and ratio, plus one sealed sample of unmixed control fuel. The Eligibility Scrutineer or Technical Commissioner will retain the further samples and sealed samples of the control fuel. Results will remain provisional until the tests and judicial process are complete.

A deposit of £300 will be required towards the cost of the comparison or analysis fuel testing. If your samples do not conform to your written declaration or are found to be ineligible you will be excluded from the meeting and reported to the MOTORSPORT UK and ABkC. If proven to be ineligible that competitor will pay for the cost of the tests and all costs incurred.

A minimum of 350ml is to be available at the end of every timed practice, run or final, to allow for comparison testing and/or analysis of additives (including oil.)

The testing of fluids other than fuel will be carried out by taking three samples, each of equal volume, and labelled and sealed. One sample will be tested by an MOTORSPORT UK approved official using approved test equipment in accordance with MOTORSPORT UK approved procedures. The principles applied to the testing of fuel samples in D.34. will be followed as appropriate for the testing of such other vehicle fluids.

Any time during the meeting you may be requested by the Eligibility Scrutineer to replace under supervision the fuel in the kart with fuel that will be given to you by the scrutineer, for use for the remainder of the meeting. The cost of this fuel is to be paid by the competitor prior to their next race.

3.6. COSTS Competitors should be aware of MOTORSPORT UK regulations D25.1.11., C.1.1.13 and C5.3.3. with reference to costs involved in eligibility checking and note that these regulations will also extend to any tests or checks made on fuel and tyres. Any competitor found to have been using fuel, tyres, or equipment not conforming to these regulations will be subject to any costs involved in carrying out any necessary tests or eligibility procedures.

Failure to pay these costs will result in exclusion from any further championship organised by the ABkC and may result in being excluded from any meeting organised by a club, which is a member of the ABkC.

3.7. TRANSPONDERS. All karts must be fitted with a transponder provided by the driver/entrant and must be of the type used by the particular circuit. This must be fitted in accordance with MOTORSPORT UK Kart Race Yearbook Appendix 4 Section F.

It is the responsibility of the driver to ensure that the transponder is working correctly, chassis parts or bodywork does not obscure the signal and the battery is sufficiently charged. These transponders will be used for lap scoring and timing and must be in place and working for all official practice and all timed runs.

Transponders not fitted or not working will result in the competitor not being lap scored. Note if vertical fitting is not possible as prescribed it may be fitted on the rear of the seat and must be in a vertical position.

4. JUDICIAL PROCEDURES and Penalties will be in accordance with the current MOTORSPORT UK Yearbook Section C Section C 2019 CIK-FIA Judicial Trial, the MOTORSPORT UK Karting Trial Bulletin Appendix 2 and specific penalties shown in these regulations.

4.1.1. ROUNDS: In accordance with Section C of the current MOTORSPORT UK Yearbook and the 2019 Karting Penalty Stewards (CIK Trial) table of mandatory penalties as appended to these regulations as Appendix 1.

4.1.2. **CHAMPIONSHIP:** In accordance with Section C of the current MOTORSPORT UK Yearbook and the 2019 Karting Penalty Stewards (CIK Trial) summary of mandatory penalties as appended to these regulations.

4.1.3. By registering for the championship or competing as a guest all competitors, and their associates, commit to the MOTORSPORT UK Race 'n' Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations Appendix 3.

4.1.4 Where any reports 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.

5. CHAMPIONSHIP AND ROUND PENALTIES

5.1. INFRINGEMENT OF TECHNICAL REGULATIONS

5.1.1. The minimum action resulting from infringement of technical regulations arising from post session scrutineering or Judicial Action will be exclusion from a timed run or timed practice session, and the maximum action will be exclusion from the meeting (plus the provisions of MOTORSPORT UK regulations C3.5.1 a & b). This shall not apply in the case of a technical infringement due to an incident during a timed run or final, such as an Air box, exhaust, chain guard etc. falling off. The penalty for these types of infringements, shall be exclusion from the session, with the exception that in the Heats or Finals where the competitor will still receive the points for last position. During all sessions, runs or finals, should a driver be given a technical failure flag the driver will be placed last, before any exclusions. If other drivers have a similar penalty the order will be last to receive the flag will be classified higher than those receiving the flag earlier, in that order. Competitors are reminded that failure to comply with a technical failure flag will be subject to MOTORSPORT UK regulation C1.1.6 where the minimum penalty will be exclusion from the session, run or final.

5.1.1.1. It is compulsory for all drivers to purchase a MOTORSPORTUK Bambino Championship restrictor from Zip Kart for £10.00. This restrictor must be used for all timed practice sessions and the Heats and must comply with the 2019 MOTORSPORT UK Kart Race Yearbook. The number on the restrictor must match the number given to that competitor at that particular round. The number should be noted on the scrutineering card.

5.1.2. If a competitor can demonstrate that they have established an undisputable position within the championship before the last round (i.e. a position unaffected by the results of the final round) then the following will apply to that competitor only at the final round:

- a) Championship Regulation 1.7.3 will not apply
- b) MOTORSPORT UK Regulation C3.5.1 will not apply
- c) A competitor may still be excluded from the meeting for technical or non technical offences, but may count it as their dropped round.

The penalty for non-compliance with the use of test tyres (3.2.12) is a deduction of 20 championship points from the total for the round.

6. COMMERCIAL SECTION: COMPETITOR'S PROMOTIONAL OBLIGATIONS

6.0 Competitors may be required to carry sponsors' badges on their race suit including the Race'N'Respect badge as per 1.4.4. in the designated positions, these badges will be supplied by the Championship organisers. Competitors will also be required to display sponsors' stickers, which will be provided, on their karts in designated areas, helmets and visors. Competitors must only use the

official MOTORSPORTUK Bambino Numbers on their karts. Competitors may be required to remove decals/stickers etc, which conflict with the series sponsors.

Competitors are not permitted to carry any stickers on engines or petrol tanks other than the original Comer ones supplied with the engines

Competitors may be required to take part in further promotional activities at the rounds or the prize giving. Competitors may be required to carry an onboard camera on their kart on behalf of the TV production company at any time during the meeting (U.19 applies).

Failure to comply with any section in 1.10. will be reported to the Clerk of the Course or Championship Stewards and could result in immediate exclusion from any of the meetings, and/or forfeiture of a prize or award.

COMPETITORS should note that at some circuits' caravans and motor homes might be placed in a separate area and NOT allowed in the pits. Pit space is limited and competitors must park in a sensible and orderly fashion or where instructed by the organising club or officials. A single competitor MUST be able to fit their vehicle, awning etc within the confines of 48 sq metres, (8 x 6). BE WARNED IF YOU EXCEED THIS FIGURE YOU MAY WELL BE REFUSED ENTRY TO THE CIRCUIT, irrespective of the fact that you have an entry to the meeting.

If requested to move by the organising club or a Bambino championship Official competitors will do so. Failure to move on request may result in exclusion from the meeting.

The use of large awnings to store/maintain multiple karts is forbidden and transgressions will be subject to 2.1.6 As per U12.7 the running of engines in the paddock including engine dynos ,(even if parked in the circuits designated area) is forbidden.

If requested recordings from the camera must be made available to the organisers and or the television producer for their use as follows. All footage is copyright of Zip Kart MOTORSPORTUK Bambino Championship, and may not be used for any purpose without written permission from the promoter. By countersigning as entrants of minors they agree that they have no objection to still or moving images being taken of the driver or team personnel undertaking their sporting activities.

By entering the series the Driver and Entrant/Driver understands that the series may be filmed for television broadcast, distribution on DVD and by other forms of electronic media exposure, including internet streaming and by still images. The MOTORSPORTUK Bambino Championship, Producers and authorised photographers retain copyright over any and all images gathered, which may be used by the Championship and other media companies at any time in the future.

By entering the Championship, you agree to make your driver/yourself available for interviews and other media purposes as requested by the film crew from time to time. The Producer/Editor retains the right to use the images gathered of anybody in the paddock within the final edited programme, in any way that the Editor decides has merit and in order to support a programme feature, racing incident or storyline. By entering you agree not to withhold any rights to such use at any time before filming, or after any filming/editing has taken place.

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