

GENERAL SITE RULES

THIS REQUIREMENT IS A CONDITION OF ENTRY AND MUST BE OBSERVED

ANYONE ARRIVING AT THE CIRCUIT HAVING DRIVEN THROUGH THE VILLAGE WILL BE EXCLUDED FROM THE MEETING WITH NO REFUND.

THE ORGANISERS WILL HAVE PERSONNEL POSITIONED TO MONITOR COMPETITORS ARRIVAL.

DUE TO LOCAL ISSUES REGARDING NOISE THERE WILL BE A COMPLETE BAN ON ANY ENGINES BEING STARTED IN THE PADDOCK.

EXCLUSION FROM THE NEXT SESSION WILL BE IN PLACE FOR ANY COMPETITOR FOUND TO BE RUNNING AN ENGINE.

ENGINES WILL ONLY BE ALLOWED TO BE STARTED ON THE DUMMY GRID UNLESS PRIOR PERMISSION FOR THE PURPOSE OF FAULT FINDING IS PERMITTED FROM THE CLERK OF THE COURSE. IN THESE CIRCUMSTANCES ENGINES MAY ONLY BE STARTED IN THE WEIGH SCALES BUILDING.

All competitors and their team members are forbidden from entering the following areas -

- Shenington Village (except when using the facilities within the village)
- The farm equipment area
- The noise test area (other than the driver & mechanic)
- Parc-ferme (other than the driver and two mechanics when specified in the Regulations of the Meeting)
- The track itself and its surrounds (unless given permission by the Clerk of Course)
- The non-spectator areas of the banks at any time.

Generators must be switched off between the hours of 2300 and 0700.

The riding of bikes & scooters etc by competitors or any team members in the pits is strictly forbidden and on the patio at any time, as is the driving of motor vehicles for which the driver is not authorised under RTA legislation.

Access to the circuit without permission is prohibited, access for dogs, bikes etc is prohibited at all times.

The use of stakes driven into the hard standing in the paddock is forbidden.

Stepladders or temporary structures for viewing adjacent to the track perimeter are forbidden.

Tyres must not be left at the circuit under any circumstances (minimum penalty £10 per tyre). The penalty for all of the above is up to and including exclusion from the meeting.

Dogs are permitted but must be kept inside a vehicle or on a lead at all times and are not permitted on the track at any time.

1.1. TITLE. Shenington IKR Championship 2020

1.2. The series is organised and administered by Stretton 2000 Ltd

1.3. OFFICIALS.

1.3.1. The Co-ordinator: Mr M. Peberdy & Mr S Bingham.

1.3.2. Eligibility Scrutineer/Clerk of the Course: Mr M. Peberdy

1.3.3. Championship Stewards: Any of the following: Mr. S Bingham, Mr. M Peberdy, Mr C Bingham, RaceMed employee's.

1.4. COMPETITOR ELIGIBILITY: Open to any competitor who meet the class technical regulations eligibility. There are no specific license requirements.

1.4.1. 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. There is no Friday testing available though so there should be no requirement for School absence.

1.5. REGISTRATION. There is no requirement to pre-register for the series however, practice and race day fees will attract a discount for pre-booking which will be available until 4.00pm on the proceeding Friday of each round.

1.6. CHAMPIONSHIP ROUNDS. The series will be contested over 8 rounds which will be run on the following weekends. Practice will be on Saturday, Qualifying and Racing will be on Sunday.

Please note. We do not race in July

Round 1

Saturday 29/02/2020

Sunday 01/03/2020

Round 2

Saturday 04/04/2020

Sunday 05/04/2020

Round 3

Saturday 02/05/2020

Sunday 03/05/2020

Round 4

Saturday 06/06/2020

Sunday 07/06/2020

Round 5

Saturday 01/08/2020

Sunday 02/08/2020

Round 6

Saturday 05/09/2020

Sunday 06/09/2020

Round 7

Saturday 03/10/2020

Sunday 04/10/2020

Round 8

Saturday 31/10/2020

Sunday 01/11/2020

1.7. SCORING FOR CHAMPIONSHIPS.

The winner of the meeting will be determined by the finishing positions in the final race. The top 3 drivers will be awarded trophies on the day HOWEVER with regard to the championship ALL points scored during the heats AND the final will count toward the final points table for the year.

The following Points are awarded in ALL heats and the final.

Heat and Final Points progression.

| <u>Heats</u> | | <u>Final</u> | |
|--------------|-------------|--------------|--------------|
| 1st | : 24 points | 1st | : 100 points |
| 2nd | : 23 points | 2nd | : 95 points |
| 3rd | : 22 points | 3rd | : 90 points |
| 4th | : 21 points | 4th | : 85 points |
| 5th | : 20 points | 5th | : 80 points |
| 6th | : 19 points | 6th | : 75 points |
| 7th | : 18 points | 7th | : 70 points |
| 8th | : 17 points | 8th | : 65 points |
| 9th | : 16 points | 9th | : 60 points |
| 10th | : 15 points | 10th | : 55 points |
| 11th | : 14 points | 11th | : 50 points |
| 12th | : 13 points | 12th | : 48 points |
| 13th | : 12 points | 13th | : 46 points |
| 14th | : 11 points | 14th | : 44 points |
| 15th | : 10 points | 15th | : 42 points |
| 16th | : 9 points | 16th | : 40 points |
| 17th | : 8 points | 17th | : 38 points |
| 18th | : 7 points | 18th | : 36 points |
| 19th | : 6 points | 19th | : 34 points |
| 20th | : 5 points | 20th | : 32 points |
| 21st | : 4 points | 21st | : 30 points |
| 22nd | : 3 points | 22nd | : 28 points |
| 23rd | : 2 points | 23rd | : 26 points |
| 24th | : 1 point | 24th | : 24 points |

If there are more than 24 finishers in a heat each finisher after 24th will receive 1 point in the heats and in the final 24 points.

Heat 1 grid will be based on qualifying times.

Heats 2 & 3 are based on finishing positions gained in the previous heat

The Final grid positions will be based on points from Heats 1, 2 & 3.

In the event of a tie for any of the final Championship positions at the end of the season, the advantage will go to the driver with the highest number of race wins in heats and finals throughout the season. If these are equal the driver with the highest score in the last scoring round will be awarded 1 extra point.

In the event of a tie for any single round positions, fastest lap placed in the final will prevail.

In the event of a tie for grid positions, fastest lap in the previous heat will prevail.

1.7.1. The final Championship positions will be determined from the totals of a maximum of 6 best scores from all 8 rounds, unless for some reason meetings are cancelled and not replaced in which case 7 rounds will count in the event of 1 cancellation and all rounds in the event of 2 or more cancellations.

1.7.2. Should any driver or kart be excluded from the meeting for any reason they cannot drop that round, it will count as one of their counting rounds.

1.8. AWARDS.

1.8.1. Per round. There will be 3 trophies (1st, 2nd & 3rd places) in each class. This includes sub classes.

1.8.2. Overall Championships. The top 3 of each Championship will receive a Championship trophy in the senior classes. The top 5 of each Championship will receive a Championship trophy in the Junior, Cadet and Bambino classes.

1.9. COMPETITORS OBLIGATIONS.

1.9.1. It is mandatory for all competitors to attend all drivers' briefings arranged by the Clerk of the Course.

2. Registration is deemed acceptance of Shenington IKR Series regulations, but we reserve the right to refuse or suspend registration of a driver to protect the best interests of Competitors and Organisers.

Each driver entered must have studied these and the specific technical regulations for their specific class in full and signed a declaration of indemnity before taking part in any event.

Shenington IKR Series reserves the right to alter the itinerary if circumstances require. No refund, either in full or part, will be given to participants barred from the race by Shenington IKR Series Officials for non-observance of the rules or in the event of cancellation part way through a meeting.

Novice drivers are welcome if they have demonstrated a level of competence which will not endanger themselves or their fellow competitors.

Championship entry is conditional upon each competitor surrendering his/her rights for filming or photography for use in Shenington IKR Series marketing.

Permission to use such material is assumed.

3. SPORTING REGULATIONS-CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURE.

3.1. ENTRIES. Supplementary regulations and entry forms will be available to all drivers in sufficient time for entries to be made prior to the closing dates.

These are available on www.ukkartseries.co.uk as a download or Pre-booked can be made via www.strettonkartshop.co.uk

3.1.1. Competitors are responsible for sending in correct and complete entries with the correct fee to arrive prior to the closing dates or signing-on on the day of the event prior to 8.45am.

3.1.2. Online Entries will be acknowledged by email.

3.1.3. The entry fee will be:

Pre-booked – closed at Mid-day the Friday before the weekend race dates.

Weekend £95.00

Saturday Practice £40.00

Sunday Race day £55.00

On The Day

Weekend £105.00

Saturday Practice £45.00

Sunday Race day £60.00

3.1.4. Entry fees will only be refunded in full if withdrawn by written request prior to the closing date.

4. CHAMPIONSHIP AND ROUND PENALTIES.

4.1. INFRINGEMENT OF TECHNICAL REGULATIONS.

4.1.1. Arising from post-race scrutineering minimum action exclusion from the race or timed qualifying session.

INFRINGEMENT / DESCRIPTION PENALTY

- Gaining an Unfair Advantage through contact - 5 place Penalty
- Driving in a manner incompatible with general safety - Race Exclusion
- Driving in a manner incompatible with general safety -Aggravated Contact - Meeting Exclusion & Referral to Meeting Stewards
- Contravention of flag signal before or after Race - ¼ Black/Yellow / Yellow - 10 place Penalty
- Contravention of flag signal during Race - ¼ Black/Yellow / Yellow - Race Exclusion
- Contravention of flag signal - Ignore Technical Flag Twice - Black Flag
- Contravention of flag signal - Black Flag (ignored more than once) - Meeting Exclusion
- Abusive Language, Behaviour or Assault - Meeting Exclusion
- Failure to attend Drivers' Briefing - Fine of £50
- Failure to obey an Official of the Meeting - Race Exclusion
- Scrutineer Non-Compliance Report, vehicle or component ineligible - Race Exclusion or Meeting Exclusion
- Underweight - Race Exclusion
- Failure to report to Scrutineering - Race Exclusion or Meeting Exclusion

Shenington IKR Series Technical regulations

All karts/classes must be below 98db track side when measured at 45 degrees from the exhaust at a distance of 1.5m.

If you suspect a competitor is racing outside the regulations, you can lodge a complaint (anonymously if required) to have that competitor checked for technical compliance. A fee of £50.00 is required which, if your complaint is upheld, will be returned to you. If the complaint is not upheld, the fee will be given to the checked driver to go towards the cost checking.

A1.1 BAMBINO - COMER

A1.2 Introduction. Karts must comply with the Technical Regulations of the current MSA Yearbook section (U), except where detailed below. These Regulations are subject to periodic review and possible alteration.

A1.3 Chassis. MSA registered Bambino chassis only, see Appendix 1 or www.msauk.org/karttech.

A1.3.1 Materials. Carbon fibre, Kevlar, Magnesium and Titanium components are prohibited.

A1.3.2 Bodywork & Bumpers. As registered with the chassis.

A1.3.3 Dimensions. At all times the rear bumper must not exceed the overall width measured to the outside of the rear wheels or tyres (whichever is greater), and the side pods may not be located outside of the plane passing through the outer edge of the rear wheel or tyre (whichever is greater).

The rear bumper must always cover 50% of each wheel/tyre.

Overall width at the rear: Maximum 1100mm.

A1.3.4 Steering. Camber/caster adjustment by any means is not permitted.

A1.4 Engine. Comer C50, the engine as raced must at all times conform in all aspects with the MSA homologation fiche. Compliance with the fiche may be checked at any time during an event. The engine numbers and seal numbers must match the information held on the UK agent's database and on the engine's official log book. All parts must be standard genuine Comer parts as listed on the parts list. The engine must always be used with the exhaust cover fitted.

No addition of, or other change of material is permitted. No modifications, tuning or rectification to fiche for whatever purpose is allowed except as listed below or where expressly permitted by the MSA:

(i) Repair of damaged threads with helicoils is permitted. The repair of the cylinder spark plug thread and/or coil mounting threads is not permitted.

(ii) The spark plug cap may be replaced by parts of other commercial manufacture and which must be directly equivalent.

(iii) The spark plug used must be unmodified and must use the washer supplied at all times.

(iv) Gaskets may be trimmed for alignment of parts.

A1.4.1 Carburettor. Dell'Orto SHA 12/14 L as per the current homologation fiche. The carburettor must remain unmodified and conform in all aspects to the official homologation fiche.

A1.4.1.1 Comer engine karts run with a restrictor although we reserve the right to reverse this policy, as we did in 2019. This will be at the discretion of the race director/clerk.

A1.4.2 Engine based controlled components may be issued/used at any round point issued on weekend

A1.4.3 Engine Lubrication. Any oil specified in the current CIK list of homologated lubricants, which can be found at www.cikfia.com.

A1.4.4 Engine Price. The retail price of the engine, when new, including carburettor, ignition, drive sprocket, clutch, ignition, intake restrictor and exhaust, when sold in the U.K. will be £528 + VAT.

This price may be subject to a yearly increase as agreed with the MSA.

A1.5 Transmission. Direct from the engine to the axle via a single length of chain. Only an 80-tooth rear sprocket may be used, unless a single other size of sprocket is specified in SRs. The internal running surface of the clutch must remain dry and free of grease, lubricant or any additional substance.

A1.5.1 Axle. As registered with the chassis. Must be fitted with circlips on the ends of the axle.

A1.5.2 Chain/Sprocket Guard. A chain/sprocket guard complying with U18.8.5 must be fitted.

A1.6 Brakes. As registered with the chassis. Mechanical system with solid disc acting on the rear axle only. Interruptions on the brake surface (drilling, grooves, slots, etc.) are permitted, radially vented discs are not permitted. If the brake system is registered with dual-linkage, this must be fitted at all times.

A1.6.1 Brake Disc Protector. Where required by the regulation, a brake disc protector in accordance with U16.10.10 must be fitted.

A1.7 Tyres. Le Cont MSA 04, all-weather tyres.

Front: 10 x 4.00 x 5

Rear 11 x 5.00 x 5

Maximum tyre circumference: Front 820mm, rear 840mm.

The minimum tyre treads depth is 1mm at any point.

A1.7.1 Wheels. Widths measured from outside edges:

Front: 100mm min. and 115mm max

Rear: 140mm ± 2mm.

A1.8. Age. From 6th birthday to 31st December of the year of 8th birthday.

A1.8.1. Weight. Minimum 69kg, including the driver.

A.1.8.2 Number Plates. Black with white numbers (see U17.27). The numbers must be of the 'Classic' type described in U17.27.3. Exceptionally, competitors registered with the MSA Bambino Championship may use plates complying with those Championship Regulations.

A.1.8.2.1 Side pod number plates/stick-on panels must be a minimum of 16.5cm high by 7.8cm wide, with a minimum 1cm space on all sides of the numbers. Numbers must be a minimum of 13cm high, and minimum 1.5cm stroke width. They must be displayed in accordance with drawing U17.25 of MSA Yearbook section U.

A1.8.3 Data Logging. The use of data acquisition is forbidden apart from the collection of engine RPM, GPS and lap time data only. Any sensors not permitted by these regulations must be removed/disconnected from the kart.

A2 – IAME BAMBINO

IAME Bambino will run to the similar regs as the current BKC series to allow drivers to switch between the 2.

CLASS REGULATIONS

1, Chassis:

recognised bambino chassis only

2, Bodywork:

as registered with the chassis, full width rear bumpers mandatory

3, Materials:

carbon fibre, titanium, magnesium & kevlar components prohibited

4, Steering:

camber/caster adjustment BY MEANS OF ADDITION OF TOP PILLS ON THE FRONT STUB AXLES ONLY IS PERMITTED

5, Dimensions:

the rear bumper must not exceed the overall width measured to the outside edge of the rear tyres, and the side pods may not be located outside the plane that passes through the outer edge of the rear tyre.

The maximum overall width at the rear is 1100mm

6, Engine:

IAME BAMBINO M1 – to current BKC Super-One specification 2020

No removal, addition of or any other change of material is permitted.

No modifications, tuning, porting, polishing, skimming, trimming, grinding or rectification to fiche for whatever purpose is allowed.

7, Carburettor:

PLEASE NOTE there is a significant testing programme being carried out by BKC to find a replacement carburettor. When this change is confirmed we will adopt the same spec.

8, Oil:

ONLY SHELL M RACING CASTOR BASED OIL IS PERMITTED (RECOMMENDED AT 3% OR REFER TO ENGINE BUILDER)

9, Gearing:

ONLY A CHOICE OF 3 SPROCKETS WILL BE PERMITTED FOR EACH EVENT. THESE ARE FIXED AS 82,83,84 WITH A FIXED FRONT SPROCKET OF 11

10, Axle:

As registered with the chassis and must have circlips fitted on the ends of the axle.

11, Chain/Sprocket Guard:

A fully enclosed guard must be fitted (tillett type or similar)

12, Brakes:

As registered with chassis, if the chassis is registered with a secondary brake cable this must be fitted at all times.

13, Tyres:

Heidenau T-Race-UK Slick
Front 10x4.00-5

Rear 11x5.00-5

Heidenau WH1-UK Wet

Front 10x4.50-5

Rear 10x4.50-5

14, Wheels:

Free/open

15, Age:

A guild line of 6 - 8 years, although no licence is required therefore a competitor outside this age can be deemed capable or eligible by the BKC Super-One 2020 (AN ASSESSMENT IS REQUIRED FOR NEWCOMERS OR ANYONE OUTSIDE THE AGE GUIDELINES)

16, Number Plates:

GREEN background with BLACK numbers must be displayed on all 4 sides of the kart. THESE ARE AVAILABLE TO PURCHASE FROM THE BKC AND MUST BE FITTED FOR ALL MEETINGS

17, Data logging:

A Mychron or equivalent is permitted for the collection of RPM and lap times, any other sensors including temperature sensors and telemetry sensors are PERMITTED BUT MUST BE FITTED TO THE KART CORRECTLY AND SAFELY

18, SPARK PLUGS:

ONLY THE NGK BR8,9 OR 10EG SPARK PLUG IS PERMITTED, THIS MUST BE UN-MODIFIED AND HAVE THE WASHER INTACT UNLESS A UNDER PLUG TEMPERATURE SENSOR IS IN PLACE.

19, FUEL:

REGULAR UNLEADED 95 OCTANE PUMP FUEL ONLY, THE BKC MAY NOMINATE A CERTAIN FUEL STATION BEFORE A MEETING.

20, WEIGHT:

KART & DRIVER MUST WEIGH A MINIMUM OF 77KGS AFTER ANY RACE.

B1.1 CADET (general regulations)

B1.2 Introduction

Starter racing class from 8 years of age with maximum retail prices for basic chassis and engine. Chassis, brakes and engine are homologated with the MSA. Details of homologation requirements are available from the MSA.

B1.3 Chassis.

MSA homologated Cadet chassis only. The chassis must remain as homologated in all respects and may only be subject to MSA approved modifications for safety reasons. A chassis manufacturer will be permitted to homologate one chassis model for any three year period and homologations will last for a total of three successive periods (nine years). The current homologation period for chassis and brakes commenced 1.1.2014; the next period will commence 1.1.2017.

B1.3.1 Modifications

The only additions permitted, along with modifications solely concerned with their fitment are: Seats, Nassau Panels, Front Fairing and Ballast to achieve the required weight or for repair purposes. Any non-homologated part, except as stated above, may not be added. Any additional or alternative welded on components not shown on the MSA chassis homologation are not permitted.

B1.3.2 Prohibited Materials

The following materials are specifically prohibited: Kevlar, carbon fibre (except for seats and floor tray), magnesium and titanium.

B1.3.3 Dimensions.

Wheelbase: 900mm \pm 5mm

Overall Length: 1700mm (max.)

Overall Width: Min: 2/3 wheelbase

Max: 1200mm

Steering: Camber/caster adjustment is permitted by means of a single, solid eccentric on the top face of each yoke. It is permissible to use up to 2 fixing screws per adjuster to maintain its position. The offset of the king pin from its standard position must not exceed 2mm therefore the diameter of the hole in the yoke may not exceed a size 4mm greater than the king pin.

B1.3.4 Floor Tray

There must be a rigid, flat floor from the seat to the front and side chassis members, secured to them so as to prevent the driver's feet from sliding off. The rear-most point of the floor tray must not project beyond the middle of the chassis cross rail located under the front of the seat. Any perforation of the floor other than for the attachment of ballast and other applicable accessories must be a production feature and be homologated as such. If perforated, the holes must not have a diameter exceeding 10mm.

B1.3.5 Bodywork and Bumpers.

All Cadet karts must be fitted with bumpers and bodywork providing front, rear and side protection, as detailed in the regulations below and in Drawing Number 6 in Section U of the MSA Yearbook. CSAI homologated Minikart bodywork and bumpers may also be used, with the exception of the Rear Protection System, in lieu of regulations 1.3.6, 1.3.8-1.3.11 as relevant and provided that they comply fully with their homologation. An MSA-registered Rear Protection System may be used in lieu of a rear bumper (1.3.7), an up-to-date list of MSA-registered RPS can be found at www.msauk.org/karttech.

B1.3.6 Front Bumper

Must comply with U17.2.1-17.2.3 and the following:

- Have the four attachment points welded to the chassis-frame. For 2011 and later homologated chassis, these points must be as homologated

- Have the lower and upper tubes joined by a minimum of one aluminium or steel connecting upright.

This requirement does not include over centre clips

- The lower bar must be constructed from magnetic steel tubing with minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm and comprise a D-shape extension to the chassis frame.

It must be a minimum width of 250mm, and be 80mm ± 30mm above the ground with the kart in dry configuration.

- The upper bar must be constructed from magnetic steel tubing with minimum outside diameter of 15mm and a minimum wall thickness of 1.4mm. It must be a minimum width of 300mm, and be 200mm ± 50mm above the ground with the kart in dry configuration.

B1.3.7 Rear Bumper. Must comply with U17.8.4-17.8.8, and the following:

- Consist of two horizontal tubes. The upper having outer extension forming a closed loop, with two link tubes to the chassis anchorage points (as per Drawing 5, Diagram 2 in Appendix 1 of Section U) at least 450mm apart at any point. The radius of the outer extensions is free but it should not be less than 2.5 times the tube outside diameter.

- Have the upper bar and outer loops constructed from magnetic steel tubing with a minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm.

- Have the lower bar constructed from magnetic steel tubing with a minimum outside diameter of 15mm and a minimum wall thickness of 1.4mm.

- Have the upper tube and uppermost extension element 225mm ± 25mm above the ground in dry configuration.

- Have the lower tube connected between the two uprights and a maximum height of 100mm above the ground in dry configuration and a minimum height level with the centreline of the chassis rail.

- Have the fixings secured at all times. The contact area of the fixing must not protrude inside the rear of the chassis rail by more than 100mm.

B1.3.8 Side Bumpers. The side bumpers must (please note U17.9 does not apply):

- Comprise a minimum of a single tube constructed from magnetic steel tubing with minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm (minimum diameter of 20mm recommended).

- Be securely attached to chassis by a minimum of two points on each side of the chassis.

- Allow for the attachment of the mandatory side pods.

- For pre-2011 homologated chassis, where parallel side bumper mounting points are used, have these points a minimum of 375mm apart (measured at the centres). For 2011 and later homologated chassis, these points must be as homologated.

- Side bumpers must be compatible with existing bodywork and include side support.

B1.3.9 Side Pods. Must comply with U17.10 and the following:

- Include on the outer side a vertical surface with a minimum height of 70mm and a minimum length of 250mm located immediately above the ground clearance.
- Not include holes or cuttings except those necessary for their attachment and those in the inside and top plastic face for fitments (maximum M8 diameter). A hole may also be drilled for starter access, even if not in use.
- Not cover any part of the driver seated in their normal driving position.
- Not be designed to hold back water, gravel or any other substance.
- Have a clearance of between 25mm and 60mm above the ground in dry configuration (see Section U, Drawing 6).

B1.3.10 Front Fairing

Must comply with U17.5.1-17.5.3 and the following:

- Have a width of 850mm ± 150mm.
- Have a front overhang of 500mm maximum.
- Have a clearance of between 25mm and 60mm above the ground in dry configuration (see Section U, Drawing 6).
- Comprise on its front face a centrally located vertical surface minimum 250mm x 70mm.

B1.3.11 Front (Nassau) Panel

Must comply with U17.6.1, 17.6.2, 17.6.4, 17.6.5, and the following:

- Have a maximum width of 300mm.
- Be fixed behind the front bumper and must not protrude past the front face of the front fairing.

B1.3.12 Torsion Bars

Karts homologated with rear torsion bars must be raced with the bars in place and locked at all times. Front and side torsion bars are not permitted.

B1.3.13 Seat. Seat is free

Additional bolt on seat stays/mountings are permitted to a maximum of one per side, position is free. Bolt fixings must be used at each end of the seat stays.

B1.3.14 Eligibility

The complete chassis in its homologated form, with accessories and equipment as homologated and the engine as supplied by the manufacturer (or importer where applicable) are the only combination which will be allowed to race. The registered manufacturer may apply for changes to accessories, such as brakes, on the grounds of safety. Such changes will only be acceptable with the written approval of the MSA.

B1.4 Engine

See class specific regulations below.

B1.4.1 Engine Modifications

The use of a single in-line fuel filter is permitted.

B1.4.2 Performance Restrictions.

MSA reserves the right at any time to vary any performance restriction in any Cadet Class.

B1.5 Transmission

Direct from the engine to the axle via a single length of chain. All methods of chain oiling and greasing while the kart is in motion are forbidden. A guard must be fitted covering the transmission in compliance with MSA Yearbook regulations (see U18.8.4 and U18.8.5).

B1.5.1 Axle

A solid, magnetic parallel bar of 25mm diameter. Split quick release bearing mountings are not permitted. Must be fitted with circlips on the ends of the axle.

B1.6 Brakes

MSA homologated Cadet brake system. Mechanical or hydraulic operation, solid disc, operating on the rear axle only. Interruptions on the friction surface (drilling, slots etc.) are permitted on homologated systems only and must be specified on the homologation form. Radially vented discs are not permitted. The brake linkage must be duplicated.

B1.7 Wheels

Wheels may be of two piece or mono aluminium construction, i.e. spun aluminium, diecast aluminium or sandcast aluminium. Hubs may be separate or integral. In accordance with U16.8.6, any hub with an overall length (excluding wheel studs) of less than 60mm must not overhang the ends of the rear axle, measurement to be taken from the wheel-to-hub mating surface.

B1.7.1 Tyres

You are permitted to use 1 set of tyres on Race day. Tyres may be marked by the Scrutineers at the start of Sunday practice/Qualifying.

Dry – ‘Dunlop LS3-MSA’ Front 10 x 3.6 x 5, Rear 11 x 5 x 5. Barcoded

Wet – ‘Dunlop KT3’ Front 10 x 3.6 x 5, Rear 11 x 4.5 x 5. Barcoded

B1.8 General

The practice of lifting karts on the dummy grid or start line while the engine is running is prohibited.

B1.8.2 Weight

Minimum driver weight as per U17.29.6 is 27kg. See class specific regulations below for minimum class weights.

B1.8.3 Number Plates

See class specific regulations below.

B1.8.4 Age

From the 8th birthday to the 31st December of the year of the 13th birthday (see U15.1).

B2.0 IAME GAZELLE UK SPECIFIC REGULATIONS

B2.1 Engine. IAME Parilla Gazelle 60cc U.K. two-stroke engine equipped with recoil starter, ignition, centrifugal clutch, carburettor, inlet silencer and exhaust system. The power unit, as raced must conform in all aspects with the official MSA homologation fiche and must bear the relevant official IAME markings as shown in the MSA homologation fiche.

The machining of ANY surface is strictly prohibited. Compliance with the MSA homologation fiche may be checked at any time during an event, with the technical checking tools supplied by IAME.

No addition of, or other change of material is permitted. No modification or tuning for whatever purpose is allowed, except for that listed in the following regulations, or where expressly permitted by the MSA.

Where specific dimensions are not given for the engine and its supplied accessories in the MSA homologation fiche, the dimensions will be checked against a control engine held by the MSA.

Procedures for taking measurements and details of measuring gauges are defined in the 'MSA Measurement Guidelines' document available from the MSA on request. Any engine used must have its individual identification number registered with John Mills Engineering Ltd (JME).

B2.1.1 Engine Replacement Parts

The only replacement parts allowed are those supplied by IAME and listed on their parts list for the MSA homologated engine. Replacement parts must carry the manufacturers part number and/or marking where applicable.

B2.1.2 Spark Plug

The only spark plugs permitted are shown below; they must be unmodified and as supplied by the manufacturer, with sealing washer in place unless a temperature sensor is fitted. Permitted spark plugs:

NGK: B8EG, B9EG, B10EG, BR8EG, BR9EG, BR10EG, BR8EIX, BR9EIX, BR10EIX

DENSO: IW24, IW27, IW29, IW31

B2.1.3 Bearings

Main bearings part number 6204 C4 must be unmodified, complete with 8 steel balls and plastic cage. Only SKF or ORS can be used.

B2.1.4 Engine Lubrication

The only oils permitted are those specified in the current CIK list of homologated lubricants. The current list can be found on the CIK-FIA website at www.cikfia.com.

B2.1.5 Engine Management

Engine management equipment/systems are prohibited.

B2.1.6 Engine Sealing

All engines will remain unsealed in their normal use. However, an MSA licensed scrutineer appointed to the meeting may reserve the right to seal any engine at any time during an event for further inspection at a later date or at their convenience. Each engine is supplied with a service log and identification card.

B2.1.7 Engine Modifications

The engine must be raced in standard form as manufactured and supplied by IAME unless otherwise stated. Fixtures and fittings are free. Filing, grinding, polishing, surface treating, machining, adding or removal of material or lightening of any component, including for repair purposes, is not permitted unless otherwise stated in these regulations or unless expressly permitted by the MSA.

The following minor repairs/modifications/additions are permitted:

- (i) Repair of damaged threads in the crankcase and/or cylinder with helicoils or timeserts.
- (ii) A wet-box or splash-guard attached to the IAME inlet silencer, provided that it in no way modifies the shape or size of the inlet trumpet or creates a ram effect. The IAME inlet silencer cannot be modified to aid in the attachment of a wet-box or splash-guard and the attachment must be of a non-permanent type, e.g. tape or cable ties.
- (iii) Decals applied on the engine side covers (part no: A-61880-C / A-61881-C) and on the inlet silencer.
- (iv) Modification of the chain guard upper edge to prevent fouling on the chain.
- (v) Use of throttle linkage (part no: 12-1219) with slot.
- (vi) Use of optional O-ring seal (part no: A-60565) and needle cage (part no: B-55598) for the clutch assembly.
- (vii) The addition of protective material to the HT-lead.
- (viii) Use of a maximum of two base gaskets (part nos: EBP-85045, EBP-85046 or EBP-85046-A) and/or a maximum of two head shims (part nos: A-61047 or A-61048), in any combination.
- (ix) Honing of the cylinder.
- (x) Shortening of the HT lead, but the length of the lead must not be less than 230mm. Cutting and re-joining of the lead is not permitted.

The following repairs/modifications/additions are specifically not permitted:

- (i) Painting of the cylinder head or cylinder.
- (ii) Repair of the cylinder head spark plug thread.
- (iii) Repair of any of the fins, however the engine can be used with any fins in their broken form.
- (iv) Any device mounted on the kart to aid in the cooling of the engine is strictly prohibited, unless stated on the MSA homologation fiche.

B2.1.8 Engine Eligibility

The checking of the combustion chamber volume must be carried out as described in the MSA homologation fiche with TQF oil and using a digital burette. The checking of the squish must be done along the centreline axis of the gudgeon pin, at the smallest point, a maximum of three times.

B2.1.9 Engine Price

The retail price of the engine, when new, including the carburettor, ignition, clutch, engine sprocket and complete exhaust system when sold in the U.K. will be £870 + VAT. The

IAME Parilla Gazelle 60cc U.K. engine has a manufacturer's undertaking to be available until the year 2021.

B2.2 Exhaust

Exhaust with part no. A-61715 must be used. The exhaust system and silencer must not be modified in any way and must comply at all times with the MSA homologation fiche. The use of a jubilee clip to secure the end silencer screws is permitted. The use of any coating or plating is not permitted.

B2.2.1 Exhaust Restrictor

The exhaust flange restrictor as defined in the MSA homologation fiche must be in place at all times. The restrictor must be as manufactured by IAME and supplied by JME and must comply with the MSA homologation fiche, no modifications are permitted. One single exhaust restrictor gasket (part no: A-60360) must be used. The use of any additional gasket is prohibited. All exhaust gases must pass through the restrictor. As per B1.4.2, the MSA reserves the right to amend the maximum diameter of the restrictor orifice during the year, with a minimum notice period of 4 weeks.

B2.3 Carburettor

Tillotson HL 394A, laser marked 'IAME'. The carburettor must remain unmodified and conform in all aspects to the official MSA homologation fiche. Two inlet gaskets (part no: A-61822), one on each side of the thermal block, must be used. The use of any additional gasket is prohibited. The jet protector plate (part no: A-10913-P) must be correctly mounted at all times, as shown in the MSA homologation fiche. Any parts fitted must be original parts as shown on the spare parts list in the MSA homologation fiche, and must remain unmodified. The only gasket set permitted is the orange type as supplied as new (part no: DG6 HL). The paddle spring is free but must be the original Tillotson part and remain unmodified. Only one inlet tension spring may be fitted at any time and it must be an original Tillotson part as listed on the MSA homologation fiche and remain unmodified.

B2.3.1 Inlet Silencer

The inlet silencer (part no: A-61742) must be used unmodified as supplied by IAME for the Parilla Gazelle 60cc U.K. engine. The use of a gauze filter on the inlet trumpet is permitted.

B2.4 Transmission

Direct from the engine to the rear axle via a single length of chain. The clutch must be as supplied by IAME for the Parilla Gazelle 60cc U.K. engine and must comply at all times with the MSA homologation fiche. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance.

B2.5 Weight. Minimum 103kg, including the driver. Minimum driver weight as per U17.29.6 is 27kg (B1.8.2).

B2.6 Plates

Yellow with black numbers (see U17.27). The numbers must be of the 'Classic' type as described in U17.27.3.

B3.0 HONDA CADET SPECIFIC REGULATIONS (GX160 Only) – For GX200 Engine regulations as per RPM specification

B3.1 Chassis Modifications

The floor mounted fuel tank may be removed if the integral Honda fuel tank is retained.

B3.2 Engine

One Honda engine of the 'GX160T1 QHQ4', 'GX160UT1 QHQ4', 'QHG4', 'GX160UT2-QHQ4' or 'GX160RT2-QHG4' designation or as subsequently modified, is to be fitted.

Engine types must comply with the current ABkC Honda GX160 Technical Regulations (2020) or as subsequently modified, which are available on the ABkC website www.abkc.org.uk

B3.2.1 Engine Modifications

Only modifications/additions in compliance with the ABkC Honda GX160 Technical Regulations Version 12 of January 2017 or as subsequently modified are permitted. T1 Engine Regulations are in GX160 Technical Regulations v11a 2016.

As per B1.4.2

A performance restrictor plate of currently 16mm is to be fitted between the carburettor and insulator as per the Honda GX160 Technical Regulations. The restriction may be amended by the MSA giving 4 weeks notice of change during the year.

B3.2.2 Fuel

It is not permitted to have any additives or lubricant in the fuel, otherwise as U16.17.

B3.3 Weight

Minimum 103kg, including the driver. Minimum driver weight as per U17.29.6 is 27kg (B1.8.2)

B3.4 Plates

Yellow with red numbers (see U17.27). The numbers must be of the 'Classic' type as described in U17.27.3.

B4 – JUNIOR PRO KART CLASS

B4.1 Championship Regulations.

- a. To be set by each IKR circuit
- b. Entry fees to be set by each IKR circuit
- c. Registration via the specific IKR website or office

B4.2 Race Day Regulations.

- a. The format of RACE days and heats to be decided by each circuit based on their own championship needs.
- b. Junior Pro Kart Class will be run as its own grid when more than 5 entries are present –
[each circuit should aim to provide a dedicated grid at all race meetings regardless of grid size]
- c. Championship points should be in accordance with the championship's other classes at each IKR
- d. Penalties should be in accordance with the IKR rule and regulations for their championship

B4.3 Competitor Eligibility.

A. 12- 16 years old

- i) competitors should be considered eligible in the year of their 12th birthday
- ii) or if they are currently 40kg or above in weight excluding ballast or helmet and over 149cm in height

Drivers who wish to enter the Junior Pro Kart class based on height and weight rather than age should be able to demonstrate driving skills and minimum lap times to prove they are competent. Competency should be assessed by a senior official at a practice session based on Minimum lap time set by the IKR in question.

Drivers will cease to be eligible for Junior Pro Karts at the end of the season in the year they turn 16 years old

Competitors must;

- i) Be accompanied by and signed on by a parent or guardian that is over 18 years old at each practice and race meeting
- ii) Pay any joining or registration fee at each IKR circuit

B4.4 Kart Eligibility.

Chassis Twin Pro Kart minimum 1040 to maximum 1080mm length chassis

- i) Chassis must be from a recognised kart manufacturer
- ii) The chassis should be in good condition with no cracks etc.
- iii) The chassis must be of a one-piece construction
- iv) Only one chassis is permitted per round, unless agreed by the officials that a chassis is too damaged to continue to be safe.
- v) Steering column must have a collar fitted to secure it to the kart if the bottom bolt fails

B4.5 Engines.

All engines are subject to a buy back rule and can be brought for £600.

- i) 2 x RPM Pro Extreme 200 sealed engines with 4 seals in place
- ii) DEP exhaust fitted (subject to RPM regulations 2020)
- iii) 15mm restrictor plate in the carburettor
- iv) All engine numbers should be registered with the race organisers
- v) Any engine changes during a race should be by prior agreement with a race official with designated responsibility at that race meeting. In the event of the competitor's engines being sent for scrutineering at the end of the meeting the original engine and the two engines on the kart will be sent away as well.

B4.6 Rear axle.

- i) 30mm hollow or solid metal
- ii) Circlip must be in place at both end of axle to prevent hub loss
- iii) 219 drive chain only
- iv) Chain guard should be in place at all times (A plastic strip or the full cover)

B4.7 Gearing.

- i) Gearing will be fixed at each circuit- SR's
- ii) Sprocket guards must be fitted and made from plastic only

B4.8 Brakes.

Fitted to the rear axle only

- i) Hydraulic
- ii) Metal brake disc only
- iii) drilled or vented disc allowed
- iv) Brake safety wire must be fitted in case of failure
- v) A calliper with the maximum of four pistons may be fitted with two per side of the disc, may be used.

B4.9 Wheels.

Mono aluminium or MAG wheels

- i) Front wheels must have a maximum width of 132mm
- ii) Rear slick rims must be a minimum 200mm and a maximum 214mm
- iii) Rear wet rims must be a minimum 120 and a maximum 150mm

B4.9 Tyres – All tyres must be NFA marked.

- i) Bridgestone YDS for dry conditions
- ii) Bridgestone YFD for wet conditions

1. Tyres must NOT be cut
2. Tyres must NOT be altered in anyway
3. Tyres must NOT have any chemical/s applied to soften or modify the tyre in any way
4. Tyre warmers or any device or equipment that delivers heat into the tyres may NOT be used.

5. A set of pool tyres will be available at the discretion of the officials if wrong doing or tampering is thought to have occurred.

B4.10 Seat.

- i) The seat must be correctly fitted to the kart using the original seat stays
- ii) The seat must not show damage or fatigue due the placement of ballast attached to the seat.
- iii) Throttle return springs must be fitted to both the carburettor and pedal.

B4.11 Body work.

- i) Side pods must be fitted to the kart and should not exceed the width of the rear tyres and should be securely attached to the chassis
- ii) Nassau panels only NO BIGFOOTS
- iii) Rear Bumper should be CIK Plastic or metal
 1. The rear bumper must be secured to the kart at two points
 2. The rear bumper must cover 50% of each of the back tyres as a minimum
- iv) All bodywork should be securely attached to the kart at all times, the use of r-clips and circlips where indicated is a must and a scrutineering failure if they are not in place.

B4.12 Numbers.

- i) Front and rear numbers are required
 1. Some IKR circuits require a side number as well
 2. All numbers should be clearly printed with Neon Orange background and a Black number
 3. Displayed in a panel clear of other graphics
 4. No italic or fancy fonts are allowed

B4.13 Officers (Shenington IKR Circuit)

- Michael Peberdy – Scrutineer/Clerk of the Course
- Roger Pitchford (or representative) – Scrutineer/RPM Engines

The 200 extreme engine is regulated by RPM, your engine should have been sealed by them.

1. Supplementary regulations [SR'S] will be issued by each IKR circuit for GEARING and any other matters arising. Please make sure that you contact the circuits you plan to race at to confirm these regulations.

2. Implementation of these rules will be at the discretion of the COC on the day at each circuit, rights to appeal will be by the rules and regulations governing the IKR running the event, this may vary.

3. In the unlikely event that the scrutineering at a particular IKR or RPM is in question, the driver and the kart in question can be referred to the Race Director to further scrutineer the kart for a charge to the party of £250, plus any fees arising.

B4.14 Weight.

- i) The driver and kart together with any ballast required must weigh
 1. **165kg at all times**
 2. A maximum of 30kg of lead ballast maybe added to the kart to achieve this weight.
 3. All ballast should be safely and secure fitted the body of the kart or the seat.
 4. Weight post will only be allowed to carry a maximum of 7.5kg of lead ballast.
 5. Individual pieces or blocks of ballast should weigh no more than 5kg.
 6. The use of lead seat inserts or lose lead that the driver sits on will NOT be permitted.

a) Drivers and teams will face harsh penalties if ballast comes lose from the kart during the race meeting.

B5 HONDA SENIOR PROKART CLASS

B5.1. Engines.

Twin Honda GX160 four stroke engines

Twin Pro Extreme 200s

Twin GX160 Modified

i) Any modifications to the GX160 engines should be in accordance with the current Honda GX160 technical regulations (ABKC)

Pro Extreme 200s must be sealed to RPM specifications.

Honda Modified must use a GX160 crankcase.

Any competitor wishing to change engines during the event will need authorisation from the race director to do so, if the competitor is chosen for scrutineering at the end of the event then all engines, including engines used before a change was authorised, will need to be presented to the scrutineer.

B5.1.2. Any technical infringement will result in a complete disqualification from the event, the competitor will not be able to use as a dropped round in the championship.

B5.2. Kart Eligibility.

Chassis can be of any manufacture with a wheelbase of between 104cms and 108cms.

B5.3. Body work.

All karts must be fitted with side pods, front nose fairings and Nassau panels.

Bigfoot Nassau panels are only permitted in the Honda Modified class. The use of a second/alternate chassis is not permitted unless authorised by the race director, any driver using an unauthorised chassis in any heat/final will be disqualified from the respective race.

Any technical infringement will result in a complete disqualification from the event, the competitor will not be able to use as a dropped round in the championship.

B5.4 Rear axle.

Axle must be 30mm in diameter and of solid or hollow magnetic material.

B5.5 Brakes.

A single hydraulic disc brake fitted to the rear axle must constitute the only braking system. The disc must be of metal, but can be vented, drilled or slotted. Only a calliper with a maximum of 4 pistons, 2 per side of the disc, may be used. A brake safety wire should be in place in case of linkage failure.

B5.6 Rear bumpers.

All karts must be fitted with a rear bumper which can be manufactured in steel tube or CIK Plastic construction.

The horizontal rails of the bumper must be wider than the outer chassis rails.

The bumper must not extend outside the rear wheel/tyre measurement)

The bumper must cover at least 50% of both rear wheels/tyres at all times.

The bumper must be attached to the chassis in two positions and in a manner to withstand considerable impact.

B5.7 Throttle linkage

Alternative linkage system may be designed but must actuate the standard Honda throttle and extra return springs must be fitted.

B5.8 Gearing

Gearing is open to all Senior Pro kart classes however fully enclosed chain guards must be attached to the kart at all times. The Mechanical flag may be shown should these become dismounted during the race due to safety reasons.

B5.9 Steering

All karts must have the steering column mounted in such a way that, even if the bottom retaining bolt is removed, it cannot pull free from the lower bearing.

B5.10 Tyres

The following tyres are permitted:

Slicks Bridgestone YDS – NO WETS

No tyre softeners or warmers of any type are permitted at any time.

B5.11 Fuel

Only standard forecourt grade unleaded fuel permitted. NO fuel additives of any type permitted.

B5.12 Weight/s

Pro Extreme – 185Kgs

Honda Clubman/Honda GX160 – 180Kgs

Honda Modified - 185Kgs

Honda Heavyweight – 195kgs* (min of 3 drivers required)

No driver will be allowed to add more than 14kg to achieve this class weight. (9kg for pro extreme)