

# **NORTHERN KARTING FEDERATION** **SPORTING REGULATIONS - GENERAL 2010**

## **1.1. TITLE: - NORTHERN KARTING FEDERATION CHAMPIONSHIP incorporating THE ABkC S.4 CHAMPIONSHIP FOR FORMULA KZ1**

**1.2. JURISDICTION:-** The Northern Karting Federation Championship is organised and administered, in agreement with the ABkC, by the Northern Karting Federation 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) and these Championship Regulations.

### **1.3. OFFICIALS:**

**1.3.1.** The Co-Ordinator - Mrs. Marion Fell

**1.3.2.** Chief/Eligibility Scrutineer – Mr. Malcolm Fell

**1.3.3.** Championship Stewards - Mr. Hartley Timmins, Mrs. Anne Laws, Mr. Allan Cooper

### **1.4. COMPETITOR ELIGIBILITY:**

**1.4.1.** Entrants must be fully paid up valid membership card holding members of an ABkC Member Club and in possession of a valid 2010 MSA Entrants Licence.

**1.4.2.** Drivers and Entrant/Driver must be fully paid up valid membership card holding members of an ABkC Member Club, be registered for the Championship and be in possession of a valid MSA Competition Licence, minimum kart National A.

**1.4.3.** All necessary documentation must be presented for checking at all rounds when signing on.

### **1.5. REGISTRATION:**

**1.5.1.** All members of an MSA registered Kart Club affiliated to the ABkC and the Northern Karting Federation are eligible to register by completing a Registration Form and returning the same to the Co-Ordinator. The registration fee for 2010 is £65.

**1.5.2.** Each competitor must be registered with the Co-ordinator before the start of racing at the first qualifying round for each class, or before each grid is full. Any rounds completed before registration will not be counted.

**1.6. CHAMPIONSHIP ROUNDS:** The Championship will be contested as follows:

Four qualifying rounds with all heats and finals to count - Competitors may drop their lowest three heat scores and lowest 1 final score. Should any round be cancelled, competitors will still be able to drop three heat and one final score from the total qualifying rounds run

## **ABkC S.4. CHAMPIONSHIP FOR FORMULA KZ1**

**15/16 MAY 2010**

**SHENINGTON KART RACING CLUB**

**3/4 JULY 2010**

**RISSINGTON KART RACING CLUB**

**28/29/30 AUGUST 2010**

**CUMBRIA KART RACING CLUB (double header)**

The championship will only be held if a minimum of 10 registered competitors enter the class.

## **1.7. SCORING FOR CHAMPIONSHIP:**

**1.7.1.** Points will be awarded to registered competitors only listed as finishers in the heats and finals as follows: Guest drivers will be allowed and may be eligible for any awards on the day but WILL NOT score points in the Championship.

**HEATS** - 1st 25, 2nd 24, 3rd 23, 4th 22 etc.

**FINALS** - 1st 55, 2nd 52, 3rd 50, 4th 49, 5th 48 etc

B Final score - (after those qualifying for A final) - 1st 20, 2nd 19, 3rd 18 etc.

C. Finals - 0 points. Non start for any race is 0 points

All karts that come under starters orders and take the start will be classified as a finisher on a roll back of laps basis. Exclusion from a whole meeting will carry a penalty of minus 50 points and this round must be counted as one of the qualifying rounds, it cannot be dropped as a worst score. In the event of a meeting being uncompleted for any reason the following will apply:

A) If an event is stopped prior to the completion of the heats there will be no points or awards given for the event.

B) If an event is stopped after completion of the heats the result will be declared on the grid position for the final and trophies and championship points awarded accordingly

C) Any refund of entry fees will only be considered if an event is stopped before official practice has taken place. If an event is stopped after official practice has taken place no refund of entry fees will be given.

**1.7.2.** The winner in each class will be the driver deemed to have the most number of points, less the required dropped scores.. In the event of a tie, then the total of the dropped final will come into play. If the tie is not resolved by this method, the total of the dropped heats will come into play. If the tie is not resolved by this method then the result will be decided by the number of 1st places gained in the finals, then 2<sup>nd</sup> places, etc until the tie is resolved. If, for any reason, a heat cannot be run, then the average score from the two heats already run will be taken for the third heat.

## **1.8. AWARDS:**

**1.8.1.** Trophies will be awarded to each class winner and to other competitors, for the overall final positions at a ratio of 1-4.

**1.8.2** The Number plates 1-9 will be awarded to drivers finishing in those overall positions in S4 ABkC Formula KZ1 class and those drivers will be able to use those number plates for the 2011 season commencing upon confirmation of the overall results and as per Kart Race Yearbook Appendix 4, B.3.1 and 2.

The organisers reserve the right to reduce the issue of number plates should there be less than 15 drivers competing regularly in any class. In such circumstances the numbers awarded will be at the sole discretion of the organisers and reflect a proportion of the average entry. The remaining numbers not issued will not be available to any other driver for use in the following season.

**1.8.3** Perpetual trophies for the championship winners remain the property of the ABkC and must be returned in good condition when requested. The top three competitors are obliged to collect their awards personally at prize giving, otherwise they are forfeit.

## **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.

**1.9.2.** 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, the competitor concerned must return such awards to the Northern Karting Federation in good condition within 7 days.

**1.9.3.** It is a condition of acceptance of any entry for the S4 ABkC classes that drivers will display advertising and sponsorship logos upon their racewear and equipment as directed by the Championship organisers in conformity with sponsorship agreements in place for the current season. This may include stickers upon helmet visors and if so no other stickers shall be permitted upon helmet visors.

It is a condition of acceptance of any entry that podium finishers will only wear the caps if provided by the organisers when receiving their awards and/or trophies.

It is a condition of acceptance of any entry that a driver will, when so directed, by the Eligibility Scrutineer or his deputy carry mini-video cameras and recording equipment upon their kart.

Breach of any of the conditions stipulated above may result in immediate exclusion from the meeting.

**2. JUDICIAL PROCEDURES:** Will be in accordance with the 2010 MSA General Regulations – Breach of Regulations C3.5.1, with the exception of c, which will not apply.

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

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

**3.1.1.** 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 S.R.'s. Competitors who do not enter on the correct NKF form with the correct NKF fee may not be scored for that round.

**3.1.2.** Entries will only be acknowledged by request and if a S.A.E. is enclosed with the entry for that purpose.

**3.1.3.** The entry fee will be £90 per round to include Saturday practice, with the exception of the double header at CKRC which will be a total fee of £135 to include two race meetings and one Saturday practice.

**3.1.4.** Entry fees will only be refunded if withdrawn prior to the closing date.

**3.2. PRACTICE:** Official practice will be the minimum period as specified in the MSA Regulations.

#### **3.3. GRID POSITIONS:**

**3.3.1.** The maximum grid will not exceed the MSA Track Licence requirements for each track.

**3.3.2.** For all classes, the grid positions will be allocated by receipt of entry except when specified otherwise in the S.R.'s.

#### **3.4. RACES:**

**3.4.1.** Race duration will be as specified in the S.R.'s for the meeting.

**3.4.2.** Heats and Finals duration may be reduced in wet weather conditions or unforeseen circumstances and will be announced on the dummy grid accordingly prior to the race. Changes can also be made during racing for safety reasons.

#### **3.5. STARTS:**

**3.5.1.** Will be as MSA specific karting regulations U7.8 and U7.8.1. 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.

**3.5.2.** Excessive weaving to warm up tyres is prohibited.

#### **3.6. RACE STOPS:**

**3.6.1.** Will be as MSA specific karting regulations U7.9, U7.9.1, U7.9.2 and U7.9.3. Note - any competitor who was deemed to be lapped at the time of the race being stopped will be deemed to be lapped on the final result, unless they have successfully unlapped themselves.

**3.6.2.** Should the red flag be shown - all competitors will stop racing immediately, slow down and proceed to the start line, or other place designated by the Clerk of the Course, unless the circuit is blocked, and stop. No pushers, mechanics or anybody other than Officials shall come onto the circuit until instructed to do so by the Clerk of the Course.

#### **3.7. SCRUTINEERING:**

**3.7.1.** Pre-race will be as per S.R.'s.

**3.7.2.** 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 must contain the following information - Drivers's name, class and race number, the chassis unique number as MSA U.16.5.1 and U.16.5.2 and Kart Race Yearbook Appendix 4B including seal numbers if used. The card must be signed by the driver. 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.

**3.7.3.** At any post race scrutineering the chassis and engine number must be those stated on the scrutineering card. Should it be found that the chassis or engines do not comply to the above requirements it will be considered to be a matter of fact for which there will be no appeal.

**3.7.4.** Post race scrutineering will take place after heats and finals and all results are deemed provisional until all karts are released by the Scrutineer and/or after completion of any Judicial or Technical procedures, including the testing of fuel, tyres or other components, which may take several days

**3.7.5** Fuel should be as stated in MSA regulation U16.17 and U16.17.1. The scrutineers may make fuel tests. Any driver suspected of having ineligible fuel after these tests will be obliged to pay a minimum fee of £500 deposit for an MSA approved fuel test and the race results will be declared provisional. Following such approved MSA test where the fuel is found to be ineligible, the driver will be excluded from the results and his/her conduct may reported to the MSA for consideration by a disciplinary tribunal. MSA regulation D.34.1 and Kart Race Yearbook 2010, App.4, section B, reg. B.1.1. applies.

**3.7.6.** The scrutineers may make tyre tests. Tests may be carried out by a portable detector to detect the application of illegal chemical substances applied to tyres, in contravention of MSA regulation U16.9.6 as per Kart Race Yearbook 2010, App 4, Section G.

**3.7.7.** At the discretion of the Chief Scrutineer, standard parts (eg ignition) or tyres (similar or better tread depth) may be supplied by the organizers and must, if requested, be exchanged. These parts/tyres must be returned in good working order at the end of the meeting, unless the entrants part/tyres has been impounded for testing.

### **3.8. RESULTS:**

**3.8.1..** Post Race Scrutineering will take place after heats and finals and all results are deemed provisional until all karts are released by the Scrutineers and/or after completion of any Judicial or Technical procedures, including the testing of fuel, which may take several days. After 30 days the results will become final provided there are no appeals or tribunals outstanding that may affect those results. Any changes to the original provisional results will be published.

**3.8.2.** Championship points tables will be posted to all competitors after rounds 1 and 2 and after the final round. They will become final 7 days after the posting date provided no queries are received. Any queries regarding points must reach the co-ordinator in writing within the stated 7 days.

**3.8.3.** Where a host club runs the transponder timing system, this will be as per the M.S.A. Kart Race Yearbook 2010, Annex 4, Section F,(points scheme as per hosting club). Anyone not owning their own transponder will be able to hire one from the host club on paying the appropriate fee to the member club.

## **4. CHAMPIONSHIP AND ROUND PENALTIES:**

### **4.1. INFRINGEMENT OF TECHNICAL REGULATIONS:**

**4.1.1.** Arising from post-race scrutineering or Judicial Action, an exclusion from the whole meeting will incur MSA regulations C.3.5.1a and C.3.5.1b

**4.1.2.** Infringement of non-technical MSA regulations and the Sporting regulations issued herewith and individual S.R.'s as per 2010 MSA Judicial Procedure Regulations.

**5. TECHNICAL REGULATIONS:** All karts must conform to the MSA and ABkC regulations set out in the 2010 MSA Kart Race Yearbook and where indicated the 2010 MSA Yearbook, plus any amendments issued by the ABkC or the MSA.

**5.1. RACE CLASSES:** The KZ1 class is subject to a minimum entry of 10 and should this minimum entry not be received then N.K.F. reserve the right to cancel the championship for that class and to return all registration fees.

**5.2. CHASSIS:** All classes will 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 may be scrutineered in order to continue the meeting.

**5.3. ENGINES:** All classes are allowed two engines.

**5.4. FUEL:** MSA compliant fuel only.

**5.5. TYRES:** Tyres for KZ1 class will be as per MSA Kart Race Yearbook regulations 2010.

All classes will be allowed one set of slick tyres only per meeting. One front and one rear tyre if damaged may be exchanged at the discretion of the chief/eligibility scrutineer. The tyre must be presented at scrutineering before the kart leaves the parc ferme area after a race.