

Lydd Kart Circuit IKR Bambino Race Championship 2019/20

SPORTING REGULATIONS GENERAL

1. TITLE: The 2019 2020 Lydd Kart Circuit IKR Bambino Racing Championship

1.1 The championship will be for the UK Bambino class.

1.2. JURISDICTION

The Championship is organised by Lydd International Kart Circuit in accordance with the general regulations specific regulations for karting, where applicable the ABKc regulations, as shown in the MOTORSPORT UK Kart Race Yearbook, and any other final instructions issued by LIKC. 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 James Clarke, Keith Ramsbottom

1.3.2. Eligibility Scrutineer: Keith Ramsbottom

1.3.3. Championship Stewards: Keith Ramsbottom, James Clarke, Steve Cooley

1.4 REGISTRATION & COMPETITOR ELIGIBILITY

1.4.1. Entrants must be fully paid up valid membership holding members of an MOTORSPORT UK Kart Club. Competitors must be accompanied by Parent who MUST sign on as Entrant of that competitor.

1.4.2. ENTRY FEE IS £50 FOR LIKC MEMBERS AND £55 FOR OTHERS

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 LIKC Kart Database and will be subject to the provisions of the Data Protection Act 1998 and from November 2019 the provisions of GDPR from LIKC.

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 of the meeting and use a 10mm bambino restrictor.

1.4.8. Guest Entry's will be accepted at the normal entry fee of £55

1.5. Format:

1 x 3 min practice, 1 x 5 min + 1 lap, timed qualifying, 2 x 7 min+1 lap heats 1 x final (time to be confirmed on the day)

1.7. SCORING FOR CHAMPIONSHIPS.

1.7.1. Points will be awarded to competitors listed as classified finishers in the heats and finals

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

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 5 best scores from 5 rounds. To qualify for a top 10 position in the championship a driver must have competed fully in 5 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, they do not compete in 5 rounds then the final Championship positions will be determined from the total of a maximum of 5 best scores from 5 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 5 results (One 0 points will be included in their 5 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 5 best scores, for any position, the discarded 5th 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

1	25	50	0 Moves up
<u>2</u>	<u>23</u>	<u>46</u>	0 Moves up
3	21	42	0 Moves up
<u>4</u>	<u>20</u>	<u>40</u>	<u>19</u>
5	19	39	18
<u>6</u>	<u>18</u>	<u>38</u>	<u>17</u>
7	17	37	16
<u>8</u>	<u>16</u>	<u>38</u>	<u>15</u>
9	15	37	14
10	<u>14</u>	<u>36</u>	<u>13</u>
11	13	35	12
12	<u>12</u>	<u>34</u>	<u>11</u>
13	11	33	10
<u>14</u>	<u>10</u>	<u>32</u>	<u>9</u>
15	09	31	8
<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>		

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

1.8.5. 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 Saturday morning has taken place. If a meeting is stopped at any time after official practice has taken place no refunds of entry fees.

1.9.7. COMPETITORS' OBLIGATIONS

1.9.7.1. It is mandatory for all drivers and their Parent (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.

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.

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

2.1.4. The entry fee is to be paid to the organising club at the rate specified for the LIKC IKR Bambino meeting.

2.1.5. The Championship Organisers reserve the right to refuse any competitor or entrant to enter any particular meeting. 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.

2.1.7 – Incident Marshals (JIM) are permitted on track and these must be signed on with the host club.

2.2. **PRACTICE** Official qualifying practice will be the minimum period as specified by LIKC.

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 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 track licence maximum of 16 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 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 qualifying 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 qualifying session, all drivers MUST report to scrutineering and weighing area.

2.3.2.5. Any driver missing his/her timed qualifying 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 qualifying 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.

2.4. Heats

2.4.1. Each driver will have two heats of a min of 5 minutes per run to be advised by bulletin. There will be Final (duration TBA) 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.

2.5.3 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 race 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 as per Clubs SR's. Anybody wishing to scrutineer alternative equipment may do so prior to his or her timed qualifying.

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 LIKC IKR 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 LIKC IKR 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 qualifying, 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 qualifying or any Heats all drivers must go to the Parc Ferme area. 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 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 race. 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.

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 per round 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 if in his/her opinion either one front or one rear tyre is damaged and un-safe to use. 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.

3.2.6. Competitors must remove all their tyres, litter from the 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.

3.2.8. 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.

3.2.10 Weight the class weight for the LIKC IKR Bambino Racing Championship will be 71kg.

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 9.75.mm. A 10 mm Restrictor must be used at all times.

3.4.1.3 Any fo the Two Clutch uints can be used.

3.5. FUEL & FLUID TESTING

The only petrol allowed to be used during racing will be that from a filling station pump.

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 Club and may result in being excluded from any meeting organised by a club,

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.

. CHAMPIONSHIP 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 qualifying I, 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 use a Bambino restrictor. This restrictor must be used for all qualifying sessions, Heats and Final which must comply with the 2020 MOTORSPORT UK Kart Race Yearbook.