



Recognised
Club

LIKC - 2021 Summer Championship Regulations

Lydd International Kart Club will run 8 Summer Championship Rounds, with each competitor's best 7 results counting towards their final position.

1. Organiser: Lydd International Kart Club.
2. Circuit Director: James Clarke.
3. Championship Stewards: James Clarke, Keith Ramsbottom, Steve Cooley, Chris Hilder.
4. Clerk of Course: Vince Lepine, if others, TBA.
5. Championship Co-ordinator: James Clarke, Keith Ramsbottom.
6. Club Secretary: Sue Hart, Keith Ramsbottom.
7. Medical: Ambulance/Paramedics/First Aid Room.
8. Scrutineers: Tim Cooke, others TBA.
9. CLUB SAFEGUARDING OFFICER: Elaine Carter.
10. Time Keeper: Ann-Marie Lepine, if others TBA.
- 9a. Timing & Lap Scoring will be computerized, utilizing small electronic transponders and a certified AMB decoder. Most competitors have their own AMB transponder and it is your responsibility to make sure it has been charged. You may hire one from the circuit, cost £10 per day, on a first come basis, these will be issued at sign-on. Any hired transponder must be returned before you leave the circuit.
11. No engines are to be started before 9am.
12. No karts are to be driven in the paddock areas.
13. **** 2021 DATES**

Round 1,	Sunday 28 th March
Round 2,	Sunday 25 th April
Round 3,	Sunday 30 th May
Round 4,	Sunday 27 th June
Round 5,	Sunday 25 th July
Round 6,	Sunday 29 th August
Round 7,	Sunday 26 th September
Round 8,	Sunday 31 st October

14. **7 out of 8 rounds to count for championship.**
15. REGISTRATION: Entry for the championship is automatic upon entering any or all of the rounds as listed above.
16. BIRTH CERTIFICATE: (Also an Insurance compliance). We are asking please for the parents/guardians to all Bambino & Cadet drivers who open practice/test here at Lydd Kart Circuit & take part in either timed-runs or racing here, to provide us with a copy of their child's birth certificate/passport. Staff can take a photocopy of the original one, or you can email a scanned attachment to the circuit.
17. RACE ENTRY FEE: £65 LIKC member, £70 non LIKC-member. (No late fee with race entry)
18. CLUB MEMBERSHIP: £50 a year runs for a year from 1st Jan saves you £5 each practice/race day.
19. CHAMPIONSHIP AWARDS: This will depend on the average entry numbers for each class, with the actual number of awards to be confirmed. As a guide, if a class averages 10 entries we will award trophies to the top 3 in that class.
20. To receive a championship award you must have attended at least 50% of the championship rounds.
21. End of season championship awards will be presented on a date to be confirmed.
22. RACE DAY TROPHIES: Awards will be provided by LIKC and will be restricted to cups or trophies. The number of awards shall be 1st to 3rd per class. Should a novice driver finish in a trophy winning position, he/she will be awarded the positional trophy and not the novice trophy, should one exist.
23. If low class entries we may, or reserve the right to, only present a 1st or 1st & 2nd place race day award for that class. These will be presented in the club house after all classes have finished racing. [For any classes if only one driver attends a meeting there will not be a race day trophy.]
24. SIGN-ON/EVENT REGISTRATION: **All drivers must register for the meetings directly with Alpha Timing**, link here: <https://likc.alphatiming.co.uk/register/series> - registration is open. All drivers must complete scrutineering & sign on via Alpha web site. Acceptance by the organizers is deemed to be acceptance of/and agreement to the regulations by the competitor.
25. All competitors are required to fully understand the meaning/requirement of the flags used, a copy of which is also in the race program.
26. PUSHERS: Must sign in and wear a Hi-Vis vest before going on circuit. The clerk of course will give instruction to registered pushers. Pushers are not allowed to signal to any driver during race day, they are there to help everyone. (For bambino, cadet & junior classes only)
27. SCRUTINEERING: **The meetings run to full MSUK regulations. All karts must comply with the current Motorsport UK kart race year book regulations, technical and safety requirements before being permitted onto the circuit for official practice.** Race scrutineering takes place with alpha timing sign on links. Two engines and one chassis may be scrutineered in all classes. Prior to the first race of the meeting commencing a driver may substitute an engine and or chassis after obtaining the permission of the scrutineer. During the meeting should a chassis be damaged beyond repair on the recommendation of the scrutineer and at the discretion of the clerk of course a second chassis will be permitted.

28. HONDA CADET EXHAUST: Current MSUK ruling, this is mandatory also for our meetings herein.
29. BUMPER / FAIRING: Current MSUK ruling on this will also be mandatory for our meetings herein – for all Honda Cadet's. Also applies to all Junior & Senior classes.
30. DROPPED NOSE CONE RULE / QUALIFYING: For all Cadet Classes / Junior Subaru / Mini Max / Junior Rotax / Senior Rotax & Rotax 177 classes also apply. If your nose cone has dropped during qualifying your 2nd best time will count.
31. DROPPED NOSE CONE RULE / HEAT & FINAL(s): For all Cadet classes / Junior Subaru / Mini Max / Junior Rotax / Senior Rotax & Rotax 177 classes also applies, however, with a 5 second penalty if the nose cone drops.
32. If a kart will have the maximum amount of ballast with which it will race, securely attached. There must be 2 bolt fixings and no more than 5 kilos in one place.
33. GEARING: Recommended gearing for Lydd Kart Circuit can be found on the website. Supplementary regulations confirm fixed gearing for Bambino & Junior Subaru.

Note:

For Honda Cadet gearing will be open.

For Honda Novice fixed gearing is 20 / 72 dry & wet.

34. DRIVERS BRIEFING: This takes place via web links sent to drivers prior to the meeting.
35. CLASSES: The Summer Championship is open to all classes as defined in the 2020/21 MSUK kart racing year book (gold book). These include the following that we run regularly: Bambino 2 stroke, Honda Cadet (Includes Honda Novice), Junior Subaru, Junior Rotax, Mini Max, Senior Rotax 162 and Rotax 177. Any other classes wishing to run must have at least 6 confirmed entries.
36. Bambino competitors are requested to also view their relevant supplementary regulations, which are posted separately alongside this page.
37. If the number of class entries is insufficient to merit a race the organizers may decide to combine with another class, if practical.
38. KART NUMBERING & COLOURS: These are to be in accordance with the general regulations in the MSUK Gold Book. In the event that more than one competitor requires the same number, priority will be given to the club member being allocated the number, or if the number has not been allocated then the earliest receipt of entry.
39. Number plates must be displayed front, rear and sides of all karts.
40. FORMAT: The championships will be run to the following format. Practice of at least 3 minutes per class, followed by timed qualifying of at least 5 mins per class, then two heats (8min + 1 lap) and a Final (10/12min + 1 Lap) or as the C of C declares for each class. *Bambino drivers refer please to supplementary regs.*
41. The number of laps or time may be reduced if circumstances dictate - the decision being at the discretion of the clerk of course.
42. GRIDS: The driver recording the fastest lap in the qualifying session will start from pole position in the heat and so on down to the slowest recorded lap who will start last on the grid. Should there be a tie of

qualifying times the person with the second fastest time will count. The driver's finishing position in the heat 1 will determine the grid for the heat 2. The driver's finishing position in the heat 2 will determine the grid for the Final. Drivers not recording a time in the qualifying session or not finishing in heat 1 or 2 shall start from the back, in the order they stopped on circuit. The final result of each race will be determined by the competitor who covers the greatest distance in the time.

43. The organizer reserves the right that should any grid exceed 30 entries, that in order of receipt of entry, drivers will be divided into three groups known as A,B and C. Each driver would then contest two of the three heats run. The timed qualifying session will be used to decide the grids for all three heats.

The top 26 points scores after the heats will go directly to the Grand Final. The remaining competitors would contest a B final (8 laps each) with the top six finishers progressing to the back of the Grand Final to make a grid of 32.

44. STARTS: The Honda Cadet & Subaru will start their races from a "standing start" with the lights on the Digi board or a Union Flag being used and the "GO" being when the flag is lowered. These standing starts will be from the grid markings in the front of the pits. All other classes will start their races by "rolling start" following one or two warm up laps and these starts will occur on start line as above.
45. JUMP START(S): Refer to Penalty Appendix. (as Blue Book)
46. RACE START(S) [Rolling]: Refer to penalty Appendix.(as Blue Book)
47. OVERTAKING ON A YELLOW FLAG: Anyone overtaking on a yellow flag will be automatically black flagged. Refer to penalty Appendix, (as Blue Book) (*Bambino drivers refer please to supplementary regs.*)
48. RACE PERCENTAGES: Refer to updated MSUK regs.
49. UNDERWEIGHT: Applies to all classes. If a driver is underweight they will be excluded from that race, will score no points for that race and will start from the back of the grid for their next race, be it a heat or final. (*Bambino drivers refer to supplementary regs.*)
50. Breakdowns on track: Karts should be moved to a safe place & drivers (if necessary) are to safely make their way to marshal post, direction will then be given.
51. Any kart stopped in a bark trap and the driver gets out of the kart, his/her race is over.
52. Any kart coming into parc-ferme his/her race is over.
53. END OF RACE: The chequered flag will be shown at the finish line which is situated in front of the pits/dummy grid area. After taking the chequered flag, competitors are requested to gradually and safely slow down and proceed around the circuit to the pit lane entrance, which is on the left, just prior to the end of the last corner. No overtaking is permitted during this lap and when you enter the pit lane the scrutineers will direct you either to the weighing scales or parc ferme.
54. SCORING POINTS: Championship points will be awarded for the finishing position achieved in both the Heats and the Final at each race. Points will be awarded as follows: 1st-25/50 points, 2nd-23/45 points, 3rd-22/43 points, 4th-21/41 points, 5th-20/39 points, 6th-19/37 points, 7th-18/35 points, 8th-17/33 points, 9th-16/31 points, 10th-15/29 points, 11th-14/27 points, 12th-13/25 points, 13th-12/23 points, 14th-11/21 points, 15th-10/19 points, 16th- 9/17 points, 17th- 8/15 points, 18th-7/13 points, 19th-6/11 points, 20th-5/9 points, 21st-4/7 points, 22nd-3/5 points, 23rd -2/3 points, 24-1/1 point. [*Heats 25 points / Final 50 points*]

55. In the event of a points tie after the final round, the position will be determined by the competitor with the highest number of first places in the finals, then, successively descending positions will be used to decide the winner. If this still results in a tie the results from the last round will be used to determine the final championship positions. In the event of the Final not being run for whatever reason, final results from heat 2 will be used as the final result.
56. TYRES: All tyres must be supplied by the competitor.
57. One set of slick tyres will be permitted per meeting, and must be barcoded.
58. Tyres for all classes may be marked after qualifying by the scrutineer.
59. One extra front and one extra rear may only be allowed at the discretion of the chief scrutineer, if in his opinion either one front or one rear is unsafe for use. It is the competitor's responsibility to make sure that the scrutineer inspects a faulty tyre before the kart leaves the tracks exit/weighing in area. No extra tyres will be allowed after the kart has returned to the pit area.
60. No extra new tyres will be allowed after the kart has returned to the pit area.
61. All classes will be permitted to use 4 sets of slick tyres for this championship which will be recorded on the barcode system and can be used with the driver's own tyre strategy.
62. Each competitor will be permitted to use one new set of wet tyres per meeting, all classes.
63. All wet tyres must have 2mm minimum tread at start of any race, (Bambino 1mm)
64. Anybody caught using tyres not stamped/marked will not receive points or trophy for that round.
65. Any competitor found to have tyres or rims pre-heated before a race will be excluded from that meeting.
66. Tyre softener is not permitted.
67. All tyres must be taken away from the circuit at the end of the meeting.
68. All karts will run to class weights as listed in the current Kart Year Book unless stated herein the club regulations.
69. In the event of a competitor wishing to appeal/protest, as per the MSUK Year book.
70. The stewards for the meeting will have absolute jurisdiction for the running of the meeting.
71. Cameras are allowed to be fitted to karts during the race meeting (as per blue book), but footage will not be used in any judicial matter.
72. All competitors and their associates commit to the 'Race & Respect campaign' and agree to positively promote and demonstrate the racing code, Thank you.
73. Any questions concerning these regulations should be addressed to Lydd International Kart Club, Dengemarsh Road, Lydd, Kent. TN29 9JH. Email: club.info@lydd-international-kart-club.org.uk, Tel: 01797 321747 or 321895.

Notes on Penalty/Nil Points/Exclusion – Confirmation of – Summer/2021

1. A non-attendance at any round will score nil points.
2. A non-starter at any round will score nil points.
3. A non-finisher gets points for last. [Example: If one non-finisher did 5 laps and another did 6 laps, the driver that covered further distance is placed higher.]
4. A technical disqualification in the heats, or final will score nil points and the results will be shown as 'DQ' from race.
5. Should any driver be excluded from a meeting for any reason, "***it cannot***" be used as their dropped round.
6. Anybody using tyres not stamped/marked correctly, and or barcoded will not receive points or trophies for that round.
7. Any competitor found to have tyres or rims pre-heated before a race will be excluded from that meeting.
8. Jump Starts as follows.
9. Standing Starts. Applies to all competitors: 1st offence will be a 1 place penalty. 2nd offence = 10 second penalty.
10. Race Start (Rolling). Applies to all competitors: 1st incident = re start. 2nd incident = start from back of grid.
11. Dropped Nosecone rule for qualifying. If your nose cone has dropped during qualifying your 2nd best time will count.
12. Dropped Nosecone rule for heats, grand final carries a 5 second penalty.
13. Underweight. Applies to all classes. If a driver is underweight they will be excluded from that race, will score no points for that race and will start from the back of the grid for their next race, be it a heat, pre final or grand final.
14. Overtaking on a yellow flag. Applies to all classes that race. Anyone overtaking on a yellow flag will be automatically black flagged, which will mean disqualification (nil points) from that heat, pre-final or grand final. (*Bambino refers to supplementary regs.*)

Bambino Supplementary Regulations - Summer 2021

1. These meetings will form part of the Lydd International Kart Club Summer Championship.
2. Bambino events will consist of a practice of a least 3 laps, and a qualify session of at least 5 minutes, followed by x 3 time trials, these being at their appointed slots in the race timetable, which appears in the race programme.
3. It may be necessary for the organizers to split entries into 2 groups. This will be done after practice/qualify, with the entry being split according to the practice/qualify times. The split for the groups will be posted inside the club house.
4. 2 stroke and 4 stroke karts may run together. Both (if enough entrants) can score time run(s)/championship points & receive meeting/championship awards. (*Note, currently there is not a championship for the 4 stroke class*).
5. A competitor's fastest lap in each of the time trial runs will be used to determine the result of each timed run.
6. POINTS: Will be awarded for each run. 1st – 50, 2nd – 45, 3rd- 43, 4th- 41 etc. The overall result of the meeting will be determined by adding the points from the three timed trial runs together. In the event of a tie the driver with the fastest lap during the three timed trial runs will be declared the winner.
7. Bambino competitors not recording a time in their practice or qualifying session shall start from the back, or in the order they stopped on circuit.
8. A non-starter in any of the time trial runs will score nil points.
9. A non-finisher gets points for last. [*Example: If one non-finisher did 5 mins and another did 6 mins, the driver that covered further distance is placed higher.*]
10. A 'technical disqualification' in any of the time trial runs will score nil points and the results will be shown as 'DQ'
11. Race day trophies will be given to the top 3 competitors, assuming the minimum number of starters for the class has been exceeded, with medals for all other competitors in the class.
12. Championship awards will depend on the average entry numbers for each class, with the actual number of awards to be confirmed. As a guide, if a class averages 10 entries we will award trophies to the top 3 in that class.
13. To receive a championship award you must have attended at least 50% of the championship rounds.
14. End of season championship awards will be presented on a date to be confirmed.
15. GRIDS: Bambino will start practice/qualify and each time trial run by exiting the pit lane & joining the race circuit under instruction from the grid marshal.
16. Karts must not be driven in the pits.
17. Inlet restrictor to conform to MSUK rules = 10mm diameter restrictor used with Comer C50 engine, with no modification allowed to the restrictor.
18. All engines must be tagged and sealed by ZIP in order to score points & receive trophies.

19. An 80 tooth rear sprocket is the only permitted sprocket for use with the Comer C50 engine.
20. Either of the two clutch units can be used.
21. No drilled exhausts.
22. TYRES: Le Cont MSA04 is the permitted tyre for these meetings.
23. Full chain guards must be fitted.
24. The use of Alfano's, Microns and other such data logging devices will not be permitted on race days and must be disabled, though they are still permitted on practice days.
25. The minimum weight has been set at **71kg**. (For time trial and racing)
26. Age: 6 to 8 years (Already 6 years old and not in the year you are 6), a driver can compete in Bambino up to the end of the year of their birthday.
27. Plates: White plates with black numbers.
28. Underweight. Applies to all classes. If a driver is underweight they will be excluded from that time trial, will score no points for that time trial and will start from the back of the grid for their next time trial of the meeting.
29. Overtaking on a yellow flag. Refer to/be guided by main regulations. The clerk of course will confirm the decision/outcome for a Bambino driver who overtakes on a yellow flag.
30. BAMBINO RACING: Should we have the appropriate quantity of the correct aged drivers; it may be possible for LIKC to run a separate racing grid at any of our championship meetings.

- Junior Subaru

1.1 Junior Subaru - Lydd International Kart Club (LIKC) c/o Lydd Karting Limited, Dengemarsh Road, Lydd. Kent. TN29 9JH

1.2 Introduction: The class endeavours to provide a genuine economy class for the Junior club racer, the sealed four stroke Subaru KX21 kart engine is the only power unit to be used, it is envisaged that the engines will run for 100 hours between rebuilds.

1.3 Chassis: Any chassis conforming to MSUK Competitors and Officials Yearbook regulations. Other than the seat and chassis floor tray the use of Kevlar, Carbon Fibre, and Titanium or similar is prohibited.

1.4 Engine: One Subaru Sports Kart Engine KX21 complete with carburettor and exhaust. The engine should be mounted on the right hand side of the chassis with the chain drive being inboard. This is the only power unit permitted. The engine is an OHC 211cc air cooled unit and will be sealed by the importer – Pro Kart Engineering, 6 Dunstable Walk, Fareham, Hampshire PO14 1SE.

A record card will be issued with each engine. It is the competitor's responsibility to ensure that the engine number and seal numbers correspond with those on the record card at all times. The record card should be available for inspection by the scrutineers at any time during a race meeting. Only Pro-Kart Engineering are authorised to strip, inspect, rebuild and seal the engines.

It is permissible to protect the spark plug area to help reliability in wet conditions. The only persons allowed to strip and validate an engine for the purpose of checking its compliance with the regulations is Pro Kart Engineering with an eligibility scrutineer.

1.5 Transmission: An unmodified Noram 4000 20t clutch must be fitted and a chain used to connect the engine to the rear axle, and a fully enclosed guard must be fitted.

1.6 Exhaust: A twin exit exhaust silencer and header pipe is supplied with each engine; no modifications are allowed to the exhaust but the header pipe may be altered to enable the fitting of the exhaust onto various chassis.

1.7 Bodywork: Must conform to the current MSUK Competitors and Officials Yearbook regulations.

1.8 Age/Licence: From 11th Birthday. As per U15.2 Min. Kart Inter-Club.

1.9 Weight: Min 138kg including driver at all times. Min. driver weight is 40kg.

Subaru Plus: Min. 148kg including driver at all times. Min. driver weight is 42.5kg.

1.10 Tyres:

Dry - Maxxis Sport Slick tyre.

Wet - Mojo W2 or W5 Wet tyre

1.11 Plates: Green plates with white numbers.

1.12 Data Logging: Data logging systems are permitted.

1.13 Fuel tank: The fuel tank must be floor tray mounted, a fuel filter is recommended and can be either the in line type or inside the fuel tank.