



**SPECIFIC REGULATIONS  
2017 SUPERKARTING-UK CLUB CHAMPIONSHIPS**

**PUBLISHED COPY**

**1.0.1 SPORTING REGULATIONS - GENERAL:**

Superkarting-uk will administer their Club Championship in accordance with the General Regulations of The Royal Automobile Club Motor Sport Association ( incorporating the provisions of the International Sporting Code of the FIA ), the Sporting Regulations enclosed and the Championship Regulations.  
Championship No: TBA MSA Championship Grade: D

**1.0.2 JUDICIAL PROCEDURES**

**Rounds** :- In accordance with Section C of the current MSA Yearbook.

**Championship** :- In accordance with Section C of the current MSA Yearbook

**1.1 START PROCEDURE:**

The grid formation used will be as stated on the circuits track licence issued by the MSA

All starts will be slow rolling starts following a formation lap behind a pace car. The Pole Man will dictate the pace after the pace car has pulled off.

The race start will be on the extinguishing of the red light and formation may be broken at this point

It is an offence to break formation before the red light is extinguished.

Any penalty will be applied at the end of the race and the offender will be deducted as many places gained plus a further three places. Such penalties will not incur points or be recorded on the drivers competition licence record.

The Clerk of Course, at his or her discretion, may direct that when the start light is extinguished no kart may overtake another kart until the crossing of the start line

**1.1.2 MAINTENANCE TO KARTS DURING RACE, PRACTICE OR QUALIFYING:**

Should a kart require work to be carried out on it during a race, practice or qualifying session the work must be carried out in the pit lane. Once a kart has returned to the paddock area it will be deemed to have retired from the current session and will not be permitted to restart.

**1.1.3 RACE, PRACTICE & QUALIFYING STOPPAGES:**

Any race, practice or qualifying session can be stopped at the sole discretion of the Clerk of Course by the waving of the red flag at the start/finish line. Competitors will be warned that the session has been stopped by the simultaneous waving of the red flag at all Marshalling Posts

All competitors must slow down and return to the re-assembly point, which will be the start/finish line unless otherwise designated in the final instructions. This area will then automatically become PARC FERME until such time when the Clerk of Course announces that Parc Ferme conditions are lifted. In qualifying/practice when Parc Ferme rules are lifted all competitors will be allowed to continue with the qualifying/practice session assuming their kart is safe to do so.

Any race stopped before the leader has completed two laps will be declared a "No Contest" and all Karts will restart from their original grid positions. Refuelling will only be allowed in the pit lane.

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of a two part race. Karts will be restarted from a grid set out in the finishing order, based upon the order of crossing the finish line at one lap less than the time of first showing the Red Flag. Only Karts which are under their own power at the showing of the Red Flag will be classified and eligible to re-start. The race result will be the finishing order at the end of the restarted race, unless Championship Regulations specify otherwise.

The results will list all competitors who took the start in the race even if they did not take part in the restarted race and will use the first part for purposes of establishing lap records and point scoring where applicable.

Any race stopped after the leader has completed 75% of its duration may be considered to have ended, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only Karts which are under their own power at the showing of the Red Flag will be classified as finishers. If run as a two part race section 5.4.2 will apply.

In the interval between stopping and restarting the race Karts may return to the pit area for repairs. They may join from the pit lane after all the other Karts have started. Non-runners at the time of the stoppage can restart from the pit lane behind those referred to above. No work may be carried out on the grid unless deemed on grounds of safety and with the approval of the scrutineer. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether.

If during any race no Kart crosses the start/finish line under their own power during a period of five minutes the end of race signal shall be displayed and the results declared on the relative positions of Karts at the time they last crossed the finish line under their own power.

Once Parc Ferme restrictions are lifted, the pace car will be positioned at the head of the Parc Ferme Grid. The Pace Car will depart and begin the restart procedure.

There will be a period not exceeding five minutes between the lifting of restrictions and the departure of the Pace Car. At this point pushers will be allowed to take up their positions. Any competitor who is unable to rejoin at the restart will have to leave the circuit and proceed into the assembly area/pit lane and if able, rejoin under supervision at the back of the grid once the race has started.

## **1.2 OFFICIALS:**

The Championship will be organised by Superkarting-uk.

Clerk of Course will have no less than a National B Licence status at senior level posts.

The permit for each event will be Clubman unless stated otherwise in the Event SR's.

Chief Scrutineer :- Sue Bateman Eligibility Scrutineer :- Andy Stone

Series Co-ordinator :- Terry Bateman

Championship Stewards :- Bob Clowes - Eddie Nelson - Mike Bernie

## **1.3 COMPETITOR ELIGIBILITY:**

**1.3.1** Entrants must be fully paid up valid membership card holding members of Superkarting-uk and in possession of a valid 2017 MSA Entrants Licence.

Competitors under the age of 18 must be accompanied by the holder of a PG Entrant's licence who must sign on as Entrant of that competitor.

**1.3.2** Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of Superkarting-uk and in possession of a Kart race licence issued by the MSA or as per H26.1.5 & H26.2.1b. Minimum Kart Race licence Required is National B Novice unless stated otherwise in the event SR's.

**1.3.3** Only drivers complying with the regulations are eligible to score Championship points.

**1.3.4** A competitor who has a National A or B licence but has competed only on short circuits will be considered as a novice and carry a novice plate, until he/she has received 4 signatures on their licence for competing on long circuit. A novice plate will consist of a yellow plate 22cm x 22cm with a black diagonal cross with strokes 15cm x 2.5cm.

## **1.4 POST RACE CHECKS:**

These will include weight, engine type, noise and chassis eligibility and will be at the discretion of the C of C and/or Chief Scrutineer. Drivers must present themselves for weighing after each race or practice session. All drivers must report to Parc Ferme after the race has finished including those recovered by a recovery vehicle.

**1.5** Only karts which have completed at least 80% of the distance covered by the class winner and which cross the finishing line under their own power within 4 minutes of the overall winner will be classified as finishers.

- 1.6** The starting grid for the first race of an event will be formed by the results of timed qualifying. The race two grid will be formed by the finishing positions of race one. Unless otherwise stated in the event S R's.  
In all races including those where different classes are racing together the starts will be signalled by a single light or flag i.e. all competitors together using one signal regardless of class.
- 1.7 ELIGIBLE DRIVERS:**  
The places at each of the events will be on a first come first served basis but in the event that an entry is oversubscribed the following criteria will be used to decide priority - Order of receipt by post.
- 1.7.2** In all cases the entry must have been received by the stated close of entry date.
- 1.7.3** Entry fees will be paid direct to the organising club at the rate notified on the club entry form. Dishonoured cheques will be reported to the MSA and licences may be suspend
- 1.7.4** Each event should have a minimum of 2 rounds. Race distance will be a minimum of 8 laps or 12 miles. Force Majeure may be the reason for less than minimum. In a case where Force Majeure changes or cancels an event, the organising club will still be due all race fees.  
All non finishers of the first race will be allowed to start in the second race at the discretion of the Clerk of Course and will start at the back of the grid formation.
- 2.0 SCORING:**
- 2.1** Points will be awarded to the first 12 finishers in each class per race as follows :-  
1st place 25 then 20,16,13,10,8,6,5,4,3,2 down to 1 for 12th place
- 2.2** In the event of a tie in points between two or more drivers the better-discarded results will be counted to resolve it. If a tie still exists the number of best places will be counted. Should neither of these methods be effective the driver who beats the most people will win i.e. total number of starters in qualifying events count for each driver involved in the tie, if still not resolved a count back of people beaten in each driver discarded rounds to count.
- 2.3** A drivers best 12 rounds will count towards championship points.
- 2.4** A results and information service will operate at all events and is available to all drivers from the club race admin office. Updated points and results from each round will be posted at the start of all Championship events or may be requested via email from the Championship Co-ordinator.
- 3.0 AWARDS:**
- 3.1 Race Trophies :**  
Trophies will be awarded for each event. The winner of the event will be the highest aggregate points scorer across all races at the event, unless otherwise stated in event SR's.  
In the event of a tie the drivers qualifying times will decide.
- 3.2 Championship Trophies :**  
These will be awarded to the driver with the highest points total over the twelve rounds in each class. There will also be a runners up trophy in each of the classes.  
The trophies will be presented at a presentation evening, date and venue to be advised.
- 3.3 Title to all Trophies**  
If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the competitors concerned must return them to the organisers in good condition within 7 days.

#### **4.0 TRANSPONDERS:**

**4.1** It is a requirement that all karts must have a transponder fitted and working at ALL times while the Kart is on the track. Failure to do so WILL result in the driver not receiving a time or race finish.

**4.2** AMB TranX 160 or 260 & Mylaps transponders will be in use during the series and must be mounted upright (i.e. with 'R' clip at the top) as follows:- from the centre of the line of the front axle to the centre line of the transponder will be a minimum of 290mm, maximum of 390mm towards the rear of the kart. Transponders must be mounted in accordance with the manufacturers recommendations.

#### **5.0 CHAMPIONSHIP CALENDAR**

There will be nine championship events for all classes at the following venues :-

Sunday 2nd April - Darley Moor

Saturday 22nd & Sunday 23rd April - Anglesey

Monday 1st May - Darley Moor

Sunday 18th June - Darley Moor

Saturday 8th July - Oulton Park

Sunday 16th July - Darley Moor

Sunday 13th August - Darley Moor

Sunday 17th September - Darley Moor

Sunday 8th October - Darley Moor

Each driver will have their twelve best scoring rounds to count towards the championship.

Championship awards will be for the following classes :-

125 Open

250 National

250 Evolution

450 Four Stroke

250 Division One Superkarts

#### **6.0 TECHNICAL REGULATIONS:**

**6.1** Karts must comply with MSA Kart General, Technical and Safety Regulations and Class regulations as listed in the 2017 MSA Yearbook, Kart Race Yearbook and MSA website for Class regulations.

#### **6.2 TYRES:**

Slick tyres are open to any homologated by the CIK in the periods 2011 to 2019. Wet tyres are open to any homologated by the CIK in the periods 2011 to 2019. For all gearbox karts both rear outer rims must in all cases incorporate additional bead retention consisting of three pegs at equidistant positions applicable to the outside rims on both 5" & 6" wheels. Applicable on both wet and dry tyres.

#### **6.3 FUEL:**

Only unleaded fuel complying with the specifications laid down in section B of the MSA 2017 yearbook will be used. All competitors are reminded of the law and Health & Safety Executive regulations relating to fuel storage and the transportation of petrol fuel. All appropriate fire precautions must be observed at circuits. Control fuel is optional for all Championship races.

In Division 1 Superkart only unleaded fuel complying with the specifications laid down in Appendix 4 of the CIK Technical Regulations will be used.

At least 1 litre of fuel must be left in the tank at the end of a race for fuel testing. Costs incurred for testing fuel as a result of a failed fuel sample will be payable by the driver concerned.

The following KTE apply :-

KTE-2017-334 125 open / KTE-2017-335 250 national / KTE-2017-336 450 national

## **7.0 NOISE CONTROL & NOISE TESTING:**

- 7.1** In order to reduce the noise, efficient exhaust silencers are compulsory. The noise limit in force is 102 dB/a maximum, including all tolerances and the influence of the environment. The noise will be measured at a distance of 0.5 metres from the exit of the silencer and at an angle of 45 degrees.  
The noise will be measured at the following engine speeds :-  
Division 1 Superkart - 7000 rpm (A Division 2 Superkart running in Div. 1 is 5500 rpm)  
Division 2 Superkart - 5500 rpm  
F250 National & F450 National - 5500 rpm.  
F125 Open - 7000 rpm  
F125 ICC - 7000 rpm  
Specific local noise regulations and monitoring will take precedence over these regulations.
- 7.2** All gearbox karts (CIK Division 1 & 2 not required) must have a CIK air intake box correctly fitted, or one that is approved by the BSA for that class.  
A CIK homologated box must not be modified with the exception of drilling holes in the mounting flange and drilling a maximum of two holes in the box wall, for the sole purposes of mounting on Gearbox karts.  
The carburettor adapter is free providing a petrol tight joint is made between the box and the carburettor.
- 7.3** The following boxes have been approved by the MSA for use on gearbox karts with the exception of KZ (UK)  
Single Cylinder FIS/2RV Motivation Design and Development Filtered Induction System Assembly, side fitting for rotary valve gearbox class engines, fitted with Pipercross foam filter element.  
Twin Cylinder FIS/2T Motivation Design and Development Filtered Induction System Assembly, side fitting for rotary valve gearbox class engines, fitted with Pipercross foam filter element.  
Single Cylinder FIS/2PR Motivation Design and Development Filtered Induction System Assembly, for 450cc single cylinder four stroke engines and reed valve or piston port induction single cylinder two stroke gearbox class engines, fitted with Pipercross foam filter element. It must be fitted with the intake trumpets facing towards the ground.  
Single Cylinder FIS System 4 Clark Filtered Induction System Assembly, for 450cc single cylinder four stroke engines on Long Circuit only.  
Single Cylinder Motiv A.F.I.S System 1 Filtered Induction System Assembly for F250 National engines on long circuit only.  
The KGR 13768 intake box is approved for F450 National.
- 7.4** Unless specifically authorised exhaust lengths may not be varied whilst the kart is in motion
- 7.5** Regulation T8.1.6, T8.1.7 and T8.1.8 are mandatory for F250 National, F125 Open and F125 KZ (UK) (Division 1 & 2 Superkarts are covered by the CIK Regulations for Superkarts and T8.1.1 above)
- 7.6** Karts shall be provided with an exhaust silencer lying approximately parallel to the rear axle of the kart, and fed by a gas-tight tubular link pipe of a minimum 300mm length from the exit of the expansion chamber to the entrance of the silencer/muffler.
- 7.7** The link pipe must have a bend of approximately 180 degrees for the engines exhaust ported to the rear. For engines exhaust ported to the front, the bend must be between approximately 45 degrees and approximately 180 degrees.
- 7.8** The muffler must have an external minimum cross section of 100mm and a minimum canister length of 380 mm. The canister must be used with muffling material and/or baffling plates to be an efficient silencer. The exhaust exit diameter of the canister must be no greater than 38mm.
- 7.9** Regulation T8.1.10 and T8.1.11 are mandatory for F450 National
- 7.9.1** Karts shall be provided with an exhaust silencer lying across and over the rear axle of the kart in a downward facing direction, and fed by a gas-tight header pipe from the exit of the engine to the entrance of the silencer/muffler.

- 7.9.2** The muffler must have an external minimum cross section of 100mm and a minimum canister length of 380mm. The canister must be used with muffling material and/or baffling plates to be an efficient silencer. The exhaust exit diameter of the canister must be no greater than 38mm. It is however strongly recommended that the external minimum cross section should be 125mm and with a canister length of 600mm.
- 7.10** Attention must be given to silencing systems maintenance. With the published reductions to permitted levels it is important that flex connections and joints are checked regularly and made good. Exhaust silencers which are capable of being repacked can suffer from declining performance and it is essential that repacking is carried out in accordance with manufacturer's instructions.

## **8.0 FORMULA 125 OPEN**

- 8.1** This class is for water cooled, 125cc, single cylinder engines with a minimum bore of 53.9mm and a maximum stroke of 54.6mm. Fitted with a gearbox with a minimum of 3 forward gears and a maximum of 6 forward gears. Regulations as per BSA Yearbook 2017.

### **8.2 CHASSIS:**

Must conform to current MSA Technical Regulations and MSA Safety Regulations. All chassis main parts must be firmly secured together on to the chassis frame. Flexible connections are only authorised for the conventional steering knuckle support, and for the steering system. All other devices with the function of one, two or three dimensional joints are forbidden. The chassis frame is the central and main supporting element of the entire vehicle. It must have the necessary strength in order to be able to absorb the loads which are produced when the vehicle is in motion. Any hydraulic, pneumatic or elastomeric elements for damping chassis oscillation are forbidden.

### **8.3 BODYWORK:**

Either Short or Long Circuit style bodywork may be fitted to the kart. A bubble conforming to MSA Yearbook U17.22 and Diagram 7 and 8 is permitted as an alternative to a Nassau panel. Short circuit style front, side and rear bumpers complying with MSA Regulations are permitted when fitted with short circuit style bodywork, except for the CIK rear protection system.

### **8.4 ENGINES ELIGIBILITY:**

Any water cooled engine with a single cooling circuit that is previously or currently registered/homologated for the 125 Open, 125 National, CIK Formula C, CIK KZ1 and KZ2. The engine must have a maximum of 3 exhaust ports/passages and a maximum of 6 transfer ports/passages

### **8.5 TUNING REGULATIONS:**

Modifications to the engine are allowed.

Engines may be fitted with a piston from any other eligible engine with the same nominal bore.

The bore and stroke may not be modified beyond the maximum 125cc capacity.

Crankshaft must be from the manufacturers parts list, but may be modified. For example, stuffer plates may be added, balance holes may be drilled and/or filled.

The engine may be fitted with a connecting rod from any other eligible engine. The length can be from 105mm to 115mm between centres. The connecting rod must be made entirely from magnetic steel.

The engine may be fitted with a cylinder and head from a previous or later models of the same make providing the crankcase and/or cylinder stud centres are not changed.

Two piece cylinder heads are allowed. Heads must be original manufacture. Head volume is free choice.

The crankcase may have its volume changed by machining or adding stuffing material.

To accommodate different connecting rods and pistons the cylinder head, the cylinder base and top and the crankcase deck may be machined. Extra cylinder gaskets or spacers may be fitted.

## **8.6 IGNITIONS:**

May be self generating and/or battery powered. Ignitions are open choice but timing and cartography may under no circumstances be modified whilst the kart is in motion.

## **8.7 NOISE CONTROL :**

Section 7.1 to 7.10 applies

## **8.8 CARBURATION:**

All air and fuel for combustion must pass through a single carburettor from the following list :

### **Dell Orto**

PHBE, PHM, PHSB, VHSB, VHSC, VHSH

### **Kiehen**

PWK, PWM, PJ

### **Mikuni**

VM, TM, TMX

### **Lectron**

Power Jet,

Power Jet High Velocity

The carburettor may be bored or modified. Electronic carburation systems are not permitted.

## **8.9 EXPANSION CHAMBERS:**

Free choice of design but made from magnetic steel only.

## **8.1 TRANSMISSION:**

Free choice of gearbox and primary gears.

## **8.11 BRAKES:**

Brakes as specified in The MSA Yearbook section U16.10.1 to U16.10.9

## **8.12 WHEELS & TYRES**

5" or 6" diameter wheels and tyres with a maximum tyre size width of 8" rears and 5.5" fronts may be used. It is not permitted to mix 5" and 6" tyres on the same axle line. Only CIK homologated tyres are permitted from the periods 2011 to 2019 unless stated otherwise in the Championship regulations.

## **8.13 WEIGHT:**

L/C Style Bodywork 195kgs minimum.

S/C Style Bodywork 180kgs minimum.

## **8.14 NUMBER PLATES:**

Blue number plates with white numbers.

## **8.15 CLASS RESTRICTIONS:**

The class is open to any driver aged 16 or over on long circuits. Novice drivers are permitted but must display the relative novice plate, 1.3.4 relates.

## 9.0 FORMULA 250 EVOLUTION & FORMULA 250 NATIONAL

- 9.1 This class is restricted to MSA registered single cylinder engines. Engines must be of a minimum of 175cc and a maximum of 250cc. The engines must be designed to have no more than five gears, or modified to have no more than five operational gears, and with piston and/or reed valve induction into the original induction tract. Provided they are registered with the MSA in the appropriate time period "kit engines" are permitted, e.g. engines using donor parts from an existing engine or upgrade parts for an existing engine. Any alternative parts registered to fit an existing engine must be direct replacements without any requirement for machining of the original engine. Regulations as per BSA Yearbook 2017  
The next period for inclusion of new engines commences 1.1.2019

The Rotax 257 in five or six speed form is permitted.  
The IAMEX30 Super Shifter 175cc in six speed form is permitted

So long as the silhouette of the crankcase, the sprocket output orientation position and bore and stroke of the engine remains unchanged, evolution model numbers are accepted if complying with F2.4. References to Section U refer to the MSA Competitors" and Officials" Yearbook.

## 9.2 CHASSIS :

Any chassis complying with MSA Yearbook Regulations for gearbox Karts.  
All chassis main parts must be firmly secured together on to the chassis frame. Flexible connections are only authorised for the conventional steering knuckle support, and for the steering system . All other devices with the function of one, two or three dimensional joints are forbidden. The chassis frame is the central and main supporting element of the entire vehicle. It must have the necessary strength in order to be able to absorb the loads which are produced when the vehicle is in motion. Any hydraulic, pneumatic or elastomeric elements for damping chassis oscillation are forbidden. Minimum wheelbase is 106cm.

## 9.3 ENGINES :

Eligible engines are as follows :

### **250 Evolution :-**

THR Engineering - THR02-14 (kit engine), THR Engineering - THR SS250 (kit engine),  
Viper Racing UK - SK250S (kit engine), Viper Racing UK - EVO250S (kit engine),  
Viper Racing UK - SK250S1 (Engine),  
IAMEX30 Super Shifter 175cc,  
DEA Technology - SK250 Single pneumatic exhaust valve (alternative parts - Cylinder)  
DEA Technology - SK250 Single (engine).  
PFP - Victory - CR250R (alternative parts - Crankshaft)  
WIWA Gas Gas K250,

### **Formula 250 National**

Rotax 257 (either five or six gears), Cagiva WMX 250/88 Cross, Honda CR250, Kawazaki KX250,  
KTM 544/545/546/548, Moto TM Cross 250, Suzuki RM250 Z to V (1982 -1997 inc.), Yamaha YZ250.

So long as the silhouette of the crankcases, the sprocket output orientation position and the bore and stroke of the engine remains unchanged evolution model numbers are acceptable.



#### **9.4 TUNING REGULATIONS : 180 CC -- 250 CC ENGINES**

Modifications to the engine are allowed, provided the following are not varied :-

- a) Stroke
- b) Bore (outside maximum limits)
- c) Connecting rod centre line (magnetic material only)
- d) Crankshaft must be on the manufacturers parts list
- e) External appearance of the engine other than carburettor, ignition system, carburettor rubber mounting, clutch cover, engine mounting points. It is permitted to remove any kick start mechanism bumps and bosses on the back of the crankcase and the addition of a fuel pulse pump adaptor.
- f) Number of carburettors (1 only). The material magnesium is not permitted.
- g) All systems of injection and/or spraying of products other than permitted fuel are forbidden.
- h) No form of electronic carburation system

#### **9.5 TUNING REGULATIONS : Engines up to 179 cc**

No modifications to the engine are allowed unless stated below, and provided the following are not varied. Polishing and Machining is permitted.

- a) Stroke
- b) Bore (outside maximum limits stated on the fiche or registration document) Piston must not exceed the maximum bore on the registration document but need not be original equipment.
- c) Connecting rod centre line (magnetic material only), must be on manufacturer's parts list for the engine
- d) Crankshaft must be on the manufacturer's parts list for the engine
- e) External appearance of the engine, colour may be changed
- f) Carburettor: Only Dell Orto Type VHSB with VHSB 39 as the largest permitted carburettor. The material magnesium is not permitted. All parts may be changed so long as they are genuine and on the carburettor manufacturers parts list. Tuning is permitted.
- g) All systems of injection and/or spraying of products other than permitted fuel are forbidden
- h) Reed petals may be varied so long as they fit in the manufacturers registered reed block
- i) The ignition system(s) as registered with the engine (mapping must remain as per the manufacturers specification)
- j) Exhaust pipe as described in the registration document
- k) The number of ports and ducts in the engine may not be varied
- l) The head volume may not be less than 17cc measured as per the CIK method described in Appendix 5 of the kart race yearbook. The minimum squish is 0.9mm

#### **9.6 IGNITIONS :**

The ignition system type is open BUT the electronic unit box and the coil must receive only one feeding energy source of the rotor/stator or of a battery and one crankshaft pick-up signal in order to set the ignition signal. The advance and cartography may under no circumstances be modifiable whilst the kart is in motion

#### **9.7 NOISE CONTROL :**

Section 7.1 to 7.10 applies

#### **9.8 TRANSMISSION :**

##### **Engines up to 179 cc.**

maximum of six operational gears Ratios may not be varied and must remain as registered with the engine.

##### **Engines over 179 cc.**

Maximum of five gears except for the Rotax 257 which can be used in 5 or 6 speed form. Gear Ratios can be varied.

#### **9.9 BRAKES :**

Brakes as specified in The MSA Blue Book section U16.10.1 to U16.10.9

#### **9.10 WHEELS & TYRES :**

Either 5" or 6" diameter wheels and tyres can be used with a max. tyre width of 8". It is not permitted to mix 5" and 6" tyres on the same axle line. Only CIK homologated tyres are permitted from the periods 2011 to 2019

#### **9.11 WEIGHTS :**

The minimum weight with driver on the completion of any part of the event will be 195kgs with just bumpers and side bars. If a wing is fitted to the above the minimum weight will be 200kgs.  
The minimum weight with any other form of bodywork will be 208kgs

#### **9.12 NUMBER PLATES :**

White number plates with black numbers.

#### **9.13 BODYWORK :**

CIK Crash tested bodywork is only permitted if fitted with bumpers (front & side) specified in U17.2 to U17.12.11 and U17.14 through to U 17.17.4 of the MSA Year Book.  
Carbon Fibre or Kevlar bodywork is specifically permitted in F250 National Classes

#### **9.14 CLASS RESTRICTIONS :**

The class is open to any driver aged 17 years or over.

## 10.0

## FORMULA 450 NATIONAL

This class is a performance equivalent to the existing 250 National class and is limited to series production 4 stroke single cylinder engines of a maximum of 450cc designed to have no more than five gears, or modified to have no more than five gears. Engines must be readily available production units. Where engine manufacturers have different specifications of the same base engine, (e.g. Moto X, Super Moto etc) crossover of parts will be permitted between these engine model types but each variant must be registered. Regulations as per BSA Yearbook 2017. Engines will be registered for a three year period commencing Jan 2015 after which new engines may be registered following a registration process every three years. Engines once registered will remain on the list for three periods (nine years). The next period for inclusion of new engines commences 1.1. 2018

### 10.1 CHASSIS :

Any chassis complying with MSA Yearbook Regulations for gearbox karts. All chassis main parts must be firmly secured together on to the chassis frame. Flexible connections are only authorised for the conventional steering knuckle support, and for the steering system . All other devices with the function of one, two or three dimensional joints are forbidden. The chassis frame is the central and main supporting element of the entire vehicle. It must have the necessary strength in order to be able to absorb the loads which are produced when the vehicle is in motion. Any hydraulic, pneumatic or elastomeric elements for damping chassis oscillation are forbidden. Minimum wheelbase is 106cm.

### 10.2 ENGINE :

4 stroke series production single cylinder engines up to a maximum of 450cc. All components except ignition, piston, connecting rod and cam clamping blocks must be OEM parts as at the time of manufacture. The connecting rod must be magnetic material. All OEM parts must be on the manufacturers parts list for the model type registered.

Apart from those listed in the tuning regulations below all other OEM parts cannot be modified.

Eligible Engines are as follows :-

Honda CRF 450R (2004, 2005 & 2006)

KTM SMR & SX-F (2010 -2012)

Yamaha YZ450F Z,A,B & D (2010 – 2013)

### 10.3 TUNING REGULATIONS :

Modifications to the engine are allowed, provided the following are not varied:-

- a) Stroke
- b) Bore (outside maximum limits)
- c) Connecting rod centre line and connecting rod centres
- d) Crankshaft
- e) Camshafts
- f) External appearance of the engine must be as original except for the ignition system and oil feed system
- g) Number of carburettors if fitted (1 only).
- h) All systems of injection and/or spraying of products other than permitted fuel are forbidden.
- (i) Fuel injection is permitted only if Original Equipment Manufacture on the model being registered.
- (j) It is not permitted to have an electronic connection to a carburettor unless this was standard OEM at manufacture.

Permitted Modifications :-

- (a) The OEM cylinder head may be gas flowed and polished
- (b) Slipper Clutches are permitted
- (c) The addition of a fuel pulse pump adapter is permitted
- (d) In the interests of reliability the fitting of an alternative oil feed system to the engine is permitted

Because it is common practice for engine manufacturers not to put unique numbers on replacement crankcases should a competitor need to change crankcases it is required that the crankcases being replaced be presented to the Championship eligibility scrutineer who will transfer over the number from the engine crankcases being replaced onto the new crankcases.

#### **10.4 IGNITIONS :**

The ignition system type is open but the electronic unit box and the coil must receive only one feeding energy source of the rotor/stator or of a battery and one crankshaft pick-up signal in order to set the ignition signal. The advance and cartography may under no circumstances be modifiable whilst the kart is in motion

#### **10.5 NOISE CONTROL :**

Section 7.1 to 7.10 applies

#### **10.6 TRANSMISSION :**

maximum of five gears. The engine Manufacturers ratios within the registration must be maintained.

#### **10.7 BRAKES :**

Brakes as specified in The MSA Yearbook section U16.10.1 to U16.10.9

#### **10.8 WHEELS & TYRES :**

6" diameter wheels and tyres only must be used with a max. tyre width of 8". Only CIK homologated tyres are permitted from the periods 2011 to 2019 unless stated otherwise in the Championship regulations.

#### **10.9 WEIGHTS :**

The minimum weight with driver on the completion of any part of the event will be 199kgs with just bumpers and side bars. If a wing is fitted to the above the weight will be 204kgs.  
The weight with any other form of bodywork will be 218kgs

#### **10.10 NUMBER PLATES :**

Red number plates with White numbers

#### **10.11 BODYWORK :**

CIK Crash tested bodywork is only permitted if fitted with bumpers (front & side) specified in U17.2 to U17.12.11 and U17.14 through to U 17.17.4 of the MSA Yearbook

#### **10.12 CLASS RESTRICTIONS :**

The class is open to any driver aged 17 years and above.

## 11.0

## DIVISION 1 SUPERKART

CIK-FIA regulations for Division 1 Superkart apply unless otherwise stated below.  
Regulations as per BSA Yearbook 2017

### 11.1 NOISE CONTROL :

The noise testing will be as per MSA Regulations unless otherwise stated in Event SR's

### 11.2 CHASSIS :

Wheelbase :-

The minimum : 106cm -- Maximum : 127cm

Track : at least 2/3 of the wheelbase used

Overall length : 210 cm maximum -- Overall Width : 140cm Maximum

Height - 65cm maximum from the ground, seat excluded

### 11.3 ENGINE :

All engines currently or previously homologated by the CIK for Division1 Superkarts maximum cylinder cubic capacity 250 cc, obtained either by one engine (maximum 2 cylinders) cooled by natural air flow or water cooled, or by 2 single-cylinder engines homologated in ICC.

### 11.4 IGNITION :

The advance and cartography may under no circumstances be modifiable whilst the kart is in motion.

### 11.5 TRANSMISSION :

Gear ratios are open

### 11.6 WHEELS & TYRES :

6 inch CIK Homologated tyres only from the periods 2011 – 2019

The use of chemical treatment on tyres is expressly forbidden. Any competitor found using chemical treatment on tyres in contravention of K134, will be banned from racing at all BSA clubs and all BSA Championships for a minimum of one year.

### 11.7 WEIGHTS :

Minimum Weights :-

One single cylinder engine :- 208 kgs including the bodywork; minimum weight of the kart alone - 98 kgs without the bodywork and without fuel.

Other engines :- 218 kgs including the bodywork; minimum weight of the kart alone - 113 kgs without the bodywork and without fuel.

### 11.8 NUMBER PLATES :

Yellow number plates with Black numbers

### 11.9 SPECIFIC REGULATIONS :

#### 11.9.1 Fuel Tank

The total fuel tank capacity must be 19 litres maximum. The exit aperture must not be more than 5mm. It is mandatory to place it between the main tubes of the chassis frame, ahead of the seat and behind the rotation axis of the front steering. Side tanks are not permitted

#### 11.9.2 Ballast

It is forbidden to attach ballast to the seat but only to the main tubes of the chassis frame or to the floor tray with at least two bolts of a minimum diameter of 6mm.

Superkarting-uk are committed to and actively enforce The MSA RACE 'n' RESPECT campaign. By registering for the Championship all competitors, and their associates, commit to the MSA Race 'n' Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations.

Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to the MSA.

## COMPETITORS' COMMITMENTS

### I WILL:

**Race for enjoyment**

**Try my best at all times**

**Race fairly**

**Be polite and treat everyone with respect**

**Not show off if I win**

**Not get upset if I don't win**



## TEAMS' COMMITMENTS

### WE:

Accept that racing is primarily about enjoyment

**Will not put pressure on young racers to achieve results**

Will recognise that junior racing is about skill acquisition, not about winning events and championships

**Will never speak or behave inappropriately.**

Will encourage all racers to respect the rules and the authority of the officials

**Will never encourage a racer to break or bend the rules, nor to drive in a manner that could cause injury to themselves or others**

Recognise this is not Formula 1

**VOLUNTEER OFFICIALS' &  
ORGANISERS COMMITMENTS**

**THE RACING CODE**  
[www.msauk.org/respect](http://www.msauk.org/respect)

**I WILL:**

Recognise that there are different groups within the racing family and treat them appropriately

Create a welcoming, friendly and safe environment for everyone

Treat every competitor fairly and encourage others to do so

Recognise that as a representative of the sport, I have a duty to be polite and treat racers, volunteers and supporters with respect

**PARENT'S & GUARDIAN'S  
COMMITMENTS**

**I WILL:**

Encourage my young driver to have fun and enjoy racing

Not put pressure on my young driver to take part

Not impose my own ambitions on my young driver

Not expect my young driver to win and recognise that the benefits of junior racing lie in the skill acquisition and not about winning events and championships

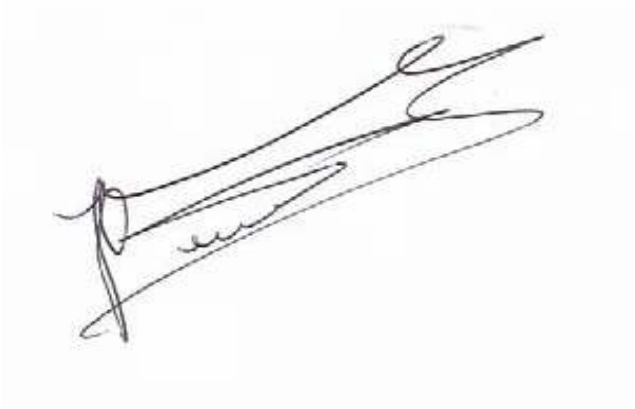
Not criticise my young driver when they make mistakes

Never encourage my young driver to break or bend the rules

Respect other competitors and their families and applaud their success

Respect the decisions of the officials at all times

Abuse, aggression, intimidation, or bullying must not be tolerated at motorsport events. Equally there should be no room in our sport for abuse, aggression, intimidation, or bullying online. This includes inciting, whether intentionally or unintentionally, 'trial by social media'.



28/03/2017































