



BRITISH BSK

SUPERKART ASSOCIATION



BRITISH
SUPERKART
CHAMPIONSHIPS

2010 Yearbook

www.superkart.org.uk

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Underlined wording indicates it is new for 2010

Getting Started and Licences

Superkart is the brand name for Long Circuit Gearbox Kart Racing and is run on circuits that are over 1500 metres in length or are registered motor racing venues. Typically the well known race tracks such as Silverstone, Donington and Brands Hatch are used.

There are a few directions from which you can start racing gearbox karts on long circuit. As a complete beginner, from short circuit, from car racing or from ACU bike racing. In all cases you will need a competition license supplied to you by the Motor Sports Association (MSA)

AS A COMPLETE BEGINNER:

Buy the "Starting Karting" pack from the MSA or your local ARKS School. It costs £45 including postage. In it you will find a video and copies of all the regulations you need to learn to pass the test for your competition license. There is also your license application form.

If you are covered by any exemption to the test, you do not need to take the test. The exemptions include having had certain grades of kart, foreign or racing licenses in the past, or holding a NATSKA Schools karting licence, or applying for an endurance licence.

Assuming you have a kart and have had sufficient practice and have learnt the regulations you can book the ARKS novice test. This can be taken with an ARKS school or with your local club who will have a club examiner.

If you are 18 or over, you need to have a medical, both you and the doctor need to complete the relevant parts of the license application form. You need to pay the doctor for this, usually around £90.

Take the ARKS test, this costs £85. The test is in two parts, a driving test and multiple choice questionnaire covering the flag signals and regulations. If you do fail either part of the test, you can re-take it for an additional fee.

Next you need to send off for your MSA competition licence, this costs £30. (free for under 16's)

You will be issued with a National B NOVICE licence to start with. At this stage you are classified as a Novice driver and have to collect six signatures of competence from an MSA steward. Passing your ARKS Test will qualify you for one signature.

You can only compete at this stage at a Closed to Club or National B permit event. This can be done at either a short circuit or long circuit event.

If you race at a short circuit event you will need to have black number plates with white numbers attached to them.

On Long Circuit it is different and you will require only a yellow number plate 22cm x 22cm with a black diagonal cross with strokes 15cm x 2.5cm fixed to the back bumper beside the rear number plate

Once you have got six signatures you can now remove your novice plates and upgrade your licence to a FULL National B grade. You must then continue to race at National B events for a further six signatures after which you can upgrade your licence to a National A grade

All British and National Superkart Championship events on Long Circuit are run to at least National A permit so that grade of licence is mandatory.

FROM SHORT CIRCUIT KART RACING

If you have raced previously on short circuit, have a National A licence and have never raced on long circuit before it is easy to transfer to competing on long circuit. In the first instance you will be regarded as a Long Circuit Novice and will have to attach a yellow number plate 22cm x 22cm with a black diagonal cross with strokes 15cm x 2.5cm fixed to the back bumper beside the rear number plate. Four signatures are then required from the MSA Steward before you can remove your novice plate. Unlike short circuit you will not be required to start from the back of the grid.

Don't forget that for long circuit you will need to wear a leather racing suit.

FROM CAR RACING

If you have a Race National B licence it is valid for Clubman and National B kart events. Once you have the required Upgrade signatures for karting you can add a National A kart licence. If you have a Race National A licence it is valid for Long Circuit Kart Events. It is not valid for short circuit at National A permit kart Meetings.

For the first four events you will need to carry the Long Circuit novice numbers plates as detailed above and receive four signatures from the MSA Steward.

FROM ACU MOTORCYCLE ROAD RACING

A bike competitor holding a ACU National Motorcycle Road Race licence is eligible for a National A Kart Race licence. For the first four events you will need to carry the Long Circuit novice numbers plates as detailed above and receive four signatures from the MSA Steward.

GENERAL SPORTING REGULATIONS

S1 **START PRECEDURE** - Starts will be rolling with light signals at the start, a pace car will be used on the green flag lap. Karts will follow the pace car on their formation lap from the assembly area. The pace car will pull off into the pit lane, leaving the karts to continue to the start line. The grid formation will be two distinct rows with karts one behind the other (not staggered but in line) and will approach the start lights in a slow rolling formation in first gear at a SLOW speed. The pole man will lead the way. An imaginary line across the circuit will be marked using two cones one each side of the circuit. These will be approximately where the transponder loop is across the circuit. It is forbidden to break formation or pass another kart until you have crossed between the cones. The transponder signals will be used to judge grid jumping. The timekeeper will be Judge of Fact
STARTS WILL BE AT THE EXTINGUISHING OF THE RED LIGHTS,

S2 **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 it MUST be done in the pit lane. Once a kart has been taken back to the paddock area it will be deemed to have retired from the session and will not be permitted back out.

S3 **PRACTICE & RACE STOPS** - Should the need arise to stop a race for whatever reason, the red lights will be switched on at the Startline and Red Flags will be shown at each Marshals Post around the circuit. All competitors should 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 automatically be considered PARC FERME until such time as the Clerk of the Course announces that Parc Ferme conditions are lifted. In qualifying/practice the Parc Ferme rules will be lifted and all competitors will be allowed to continue with the qualifying/practice session assuming their kart is safe to do so.

(a) If 25% or less of the race distance has been completed by the leader, the race shall be abandoned, or if possible, the race should be re-run in its entirety. Unless re-run the race will be null and void.

(b) If more than 25% but less than 75% has been completed by the leader, the Clerk of the Course shall, at his discretion, decide to :

1. Abandon the race. In which case the race (result) shall be declared as the order of finishing behind the race leader on the last full lap completed by him less one lap and before the race was stopped.

OR

2. Consider the race suspended and run it as a two part race. In this case the karts will be restarted in a single file, rolling start. The starting order for the second part of the race shall be the order at the last full lap completed by the leader, before the race was stopped. "Drivers one lap down" shall be put in their correct position i.e. behind the drivers on the same lap as the leader. The race distance shall be the number of laps required to make up the full distance. The finishing order of the second part, shall be the finishing order of the race (drivers "one lap down" in the first part shall be deemed to have finished the race "one lap down" unless they have unlapped themselves).

OR

3. Re-run the race in its entirety (In which case Refueling is allowed)

If the race is to be re-run or completed the following will apply:

While the race is stopped, the whole course shall be considered as parc ferme and no work may be carried out to any kart. Mechanics will not be allowed on the circuit until permission is given by the Clerk of the Course and they , or Incident Marshals already on the circuit, shall not approach or touch any kart until permission is given. If/when authorised by the Clerk of the Course spark plugs may be changed and finger adjustments may be made to the carburetter settings. If a kart leaves the circuit during the stoppage it will not be permitted to rejoin race. Any kart not racing before the incident, that caused the race to be stopped, shall not rejoin the re-started race. Karts involved in the incident that gave rise to the stoppage or who subsequently stopped racing prior to the displaying of the red flag because of the incident, may only re-join the race if the Clerk of the Course, in consultation with the Chief Scrutineer, is satisfied that a kart is safe to continue without repair, and the Chief Medical Officer is satisfied a competitor is fit to continue racing and they must start at the rear, whether it is run over the full race distance or as a two part race. Those karts that stopped after the incident that gave rise to the stoppage because they were instructed to do so or because the track was blocked, may join the re-started in their proper place. Exceptionally, if it is decided to run the race in its entirety but becomes necessary to remove all karts from the circuit, repairs may be made and all karts that came under starters orders for the original race will be permitted to start the re-run race from the dummy grid in their original positions

(c) If 75% or more of the race distance has been completed by the leader, the race will be deemed to have ended. The race result shall be declared as the order of finishing behind the leader on the last full lap completed by him less one lap and before the race was stopped.

Should these percentages not result in a full number of laps, the decimals will be discarded.

Once Parc Ferme restrictions are lifted, the pace car will be positioned at the head of the Parc Ferme Grid. The Pace Car will then leave when told to 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 not able to get going at the restart will have to leave the circuit into the assembly area/pit lane and if able, rejoin under supervision at the back of the grid once the race has started

- S4 Post race checks - will include weight, engine type 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.
All drivers must report to Parc Ferme after the race has finished even if they have been recovered by a recovery vehicle
- S5 BSA member clubs will acknowledge the GP and 0 to 9 number plates which recognises the British Superkart Grand Prix winner (GP), UK Cup winner (0), The UK Masters winners (00) and the top nine finishers in the MSA British and BSA National Championships.
Should the CIK European Champion race in a BSA event then he will be permitted to run an `E` number plate
- S6 Only karts which have covered 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.
- S7 The starting grids for the first race of an event will be formed by the results of timed qualifying. Subsequent ones by race results.
At all races including those where different classes are racing together the starts will be signaled by a single light or flag i.e all together using one signal regardless of class.

TECHNICAL REGULATIONS

All karts competing on Long Circuits must comply with these Technical Regulations

Modification, addition, variation or tuning other than specifically permitted in these regulations is prohibited
IF IN DOUBT DON'T

Anyone requiring clarification or definitions concerning the Technical content of these regulations should apply in writing to the BSA

The approval of a vehicle or component herein is an indication of acceptance solely for the purpose of these regulations, and is not to be taken as a guarantee or warranty as to the standard of its design or manufacture, or its fitness or suitability for any use to which it may be put

T1 Noise Control and Noise Testing

- T1.1 Noise Testing – 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 an engine speed of :-
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
F210 National - 5500 rpm
A Drive by noise limit may be imposed at events but must be specified in the event SR's

Specific local noise regulations and monitoring will take precedence over these regulations.

- T1.2 All gearbox karts (CIK Division 1 & 2 not required) must have a CIK 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.
- T1.3 The following boxes have been approved by the BSA for use on gearbox karts with the exception of ICC (UK) and KZ1 :-
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.
Approval expires 31/12/2010
Twin Cylinder FIS/2T Motivation Design and Development Filtered Induction System Assembly, side fitting for rotary valve twin cylinder gearbox class engines, fitted with Pipercross foam filter element.
Approval expires 31/12/2010
Single Cylinder FIS/2PR Motivation Design and Development Filtered Induction System Assembly, for reed valve or piston port induction single cylinder gearbox class engines, fitted with Pipercross foam filter element.
Approval expires 31/12/2010. It must be fitted with the intake trumpets facing towards the ground.
Note that the intake box designated GB1/94 is no longer approved.
- T1.4 Unless specifically authorised exhaust lengths may not be varied whilst the kart is in motion
- T1.5 Regulation T1.6, T1.7 and T1.8 are mandatory for F250 National, F450 National, F125 Open and F125 ICC (UK) (Division 1 & 2 Superkarts are covered by the CIK Regulations for Superkarts and T1.1 above)
- T1.6 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.
- T1.7 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.
- T1.8 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.
- T1.9 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 manufacturers instructions

T2 Fire Extinguishers: All drivers must have present at race meetings a fire extinguisher to BSEN3 or EN3 standard with a minimum 55B rating. Environmental scrutineers will carry out spot checks in the paddock. (Note: Type B means for use with flammable liquids, and the 55 refers to the capacity. The actual extinguisher is not specified, but Halon is no longer legal in the UK. Fire extinguishers must be kept at the entrance to the competitors pit space at all times.

It is recommended that competitors with enclosed awnings have a minimum of a 2kg foam or powder extinguisher, and if more than one private competitor is sharing the awning then a minimum of two 2kg extinguishers be available. Commercial enterprises should be aware of the health and safety at work legislation and provide a minimum of two 6kg foam or powder extinguishers to be placed at the entrance of the awning

T3 Where there is a dual linkage between master cylinder, the mandatory requirement for a secondary dual connection is waived. The prime connection may be either solid or cable operated, with a secondary safety cable set looser to act as a back up in case of failure. Drum Brakes are not permitted. Brake discs must be made from ferrous material. When a cable is used, a minimum of 1.8mm is mandatory. MSA Blue Book U16.10.5 to 16.10.9

T4 Drive by wire and traction control devices are expressly forbidden.

T5 Gear Change (All classes including Div. 1 & 2 Superkarts)

T5.1 Gear change in F125 Open, F125 ICC (UK), F125 KZ1, F250 National, F450 National must be mechanical with no electrical, electronic, hydraulic or pneumatic operation or assistance. No form of ignition control to aid gear changing is permitted, for example continuous traction systems (cts)

T5.2 Registered disabled drivers that have lost the use of major limbs such as arms and legs are exempt from regulation T5.1 above. All devices used must be approved by the BSA Championship Eligibility Scrutineer before use. Disabled drivers are denoted by a Rear Number plate displaying the letter `D`

T.6 BODYWORK & BUMPERS

All gearbox karts must be fitted with Bumpers and/or Bodywork providing front, rear and side protection unless specifically varied in class regulations. On long circuit all forms of bodywork styles are permitted unless stated otherwise in specific class or championship regulations. It should however be understood that the use of one or all of wing(s) (L/C style), front fairing and side pods that are above the horizontal plane passing through the top of the front and rear tyres (L/C style) will attract a higher minimum weight limit. (see specific class regulations for details)

T6.1 Definitions

Long Circuit style bodywork trim (U17.19 & 17.19.1) is defined as a front fairing to U17.23; side pods or fully enveloping panels (or double rail side protection tubes if permitted by class regulations) and wings either full width or part width. Wings are not mandatory

T6.2 Short circuit style bodywork trim (U17.18, 17.18.1, 17.18.2) is defined as including mandatory bodywork to general Short Circuit kart regulations unless varied in class regulations. Lateral bodywork and front fairings must never cut the plane through the top of the front and rear tyres. Rear vertical wing ends are permitted if the class regulations allow but any form of wing or winglets or fully enveloping body panels are not permitted. Flooring as U17.18.3 for short circuit karts.

T6.3 FRONT

All karts must, as a minimum, have a single element front bumper complying with the following:-

- Consist of at least a single magnetic steel tube of a minimum 15mm outside diameter, with a minimum wall thickness of 1.4mm.
- Be a minimum height of 150mm above the ground.
- Present a forward horizontal and flat face of at least 250mm linked to the chassis side-members and be reinforced by 2 uprights firmly attached to the chassis.
- At no time have its main element exceeding the height of the foot pedals, with the pedals in the relaxed position.
- Allow the attachment of a mandatory front fairing either S/C style or L/C style

From Jan 1st 2011 all gearbox karts should have a double element front bumper of a minimum of 18mm diameter

CIK Short Circuit Style Front Fairing (U17.5, 17.5.1, 17.5.2, 17.5.3, 17.5.4) (Drawing 6) must:

- Under no circumstances be located above the plane through the top of the front wheels.
- Not comprise any sharp edges.
- Have a maximum gap between the front wheels and the back of the fairing of 150mm (with the wheels in the straight ahead position).
- Have a front overhang of 650mm maximum.

Long Circuit Style Front Fairing (U17.23.1 & U17.23.2)

The front of the nose of the bodywork must not constitute a sharp angle but must have a minimum radius of 20mm. Front fairings must be such that it is possible for the front bumper to comply with the requirements. They must not be wider than the front wheels when in the straight ahead position. The top of the fairing will be above the horizontal plain passing through the top of the front tyres. The use of this type of front fairing will attract a higher weight limit than the S/C type.

Front (Nassau) Panel (U17.6 , U17.6.1, U17.6.2, U17.6.3, U17.6.4, U17.6.5)(Drawing 6)

The front panel must:

- Not be located above the horizontal plane through the top of the steering wheel.
- Allow a gap of at least 50mm between it and the steering wheel, at all times.
- Not protrude beyond the front fairing.
- Have its lower part solidly attached to the front part of the chassis-frame.
- Have its top part solidly attached to the steering column support with one or several independent bar(s).

Front Bubble Shield (U17.22, U17.22.1, U17.22.2, U17.22.3, U17.22.4) (see Drawing 7, Diagram 6, 7 & 8).

Should a complete bodywork and bubble-shield be used, the bubble shield shall be connected to the bodywork by no more than four quick release clips and have no other fixing device. Should the bubble shield be a separate structure, its maximum width shall be 500mm and a maximum width of its fixing frame of 250mm (see Drawing 7, Diagram 7).

The bubble shield must be neither located above the horizontal plane passing through the top of the steering wheel nor be less than 50mm from any part of the steering wheel (see Drawing 7, Diagram 8). At the bottom, the bubble shield shall end symmetrically 150mm minimum from the pedals in their normal resting position and must expose (not cover) the feet and ankles (see Drawing 7, Diagram 6).

In all cases, when the bubble shield is removed, no part of the bodywork shall cover any part of the driver seated in the normal position as seen from above.

It is permitted to attach the bubble shield to the Nassau panel and its fixings providing it is approved by the scrutineer when inspected.

T6.4 **REAR BUMPER** (U17.13 to U17..13.9) must:

- Be constructed of magnetic steel tubing with a minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm.
- Consist of two horizontal and parallel tubes, with outer extensions forming a closed loop with a minimum radius of 2 ½ times the tube outside diameter, with two vertical link tubes to the chassis anchorage points (as per Drawing 5, Diagram 2).
- Have its upper tube and uppermost extension element 250mm ± 50mm above the ground.
- Have its upper tube and extension loops made of a single piece of tubing.
- Have its lower tube fixed horizontally between the main uprights, between 110mm ± 20mm above the ground in dry configuration.
- In side view, have a rearward rake of between 0 and 45 degrees to the vertical. (as per Diagram 3).
- In the case where a vertical bumper is fitted, have the extension loops strengthened by triangulated steel braces to the chassis.
- Have an overall width not exceeding the rear width of the kart at any time (measured outside the rear wheels or tyres, whichever is the greater).
- Cover at least 50% of each rear wheel/tyre at all times.
- Have any attachment fasteners made of high tensile steel.
- Not be an alternative design/material or an adjustable width bumper, except with specific written approval from the MSA.

SIDES.

Side Bumpers (U17.14 through to U17.17.3)

These side bumpers are not mandatory where the kart is fitted with a fully enveloping body or when racing with L/C style bodywork and has side protection bodywork exceeding the height of the plane of the front to rear tyres.

Side Bumpers must:

- Be made from magnetic steel tubing with a minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm.
- Consist of two bars each side of the kart.
- Have a clearance between the bars and the tyres not exceeding 100mm (with front wheels in the straight ahead position).
- Not extend beyond the plane through the outside of the front and rear tyres, with the front wheels in the straight ahead position (dry configuration).
- At all times cover a minimum of 66% of the rear tyres.

The lower bar must:

- Not exceed the height of the top of the rear axle.
- Have a minimum length of 400mm.

The upper bar must:

- Be fitted at a height providing a minimum gap to the lower tube of 50mm.
- Be joined to the lower bar at each end and also include two additional uprights.
- Have a minimum length of 300mm.

In the case of a "wet race" side bumpers or bodywork may not be located outside the plane passing through the outer edge of the rear wheels.

It is recommended that side bumpers be fitted inside long circuit style side pods in all gearbox classes

From Jan 1st 2011 all gearbox karts in F125 Open and F250 National must be fitted with side bumpers.

Short Circuit Style Side Pods (U17.10 to U17.10.8)(Drawing 6)

must:

- Under no circumstances be located either above the plane through the top of the front and rear tyres or beyond the plane through the external part of the front and rear wheels (with the front wheels in the straight ahead position). In the case of a "Wet Race" side pods may not be located outside the plane passing through the outer edge of the rear wheels.
- Not be located inside the vertical plane through the two external edges of the wheels (with the front wheels in the straight ahead position) by more than 40mm.
- Have a ground clearance of 25mm minimum and 60mm maximum.
- Have uniform and smooth surfaces that must not comprise holes or cuttings other than those necessary for their attachment.
- Have a maximum gap between the front of the side pods and the front wheels of 150mm.
- Have a maximum gap between the back of the side pods and the rear wheels of 60mm.
- Not overlap the chassis-frame seen from underneath.
- Be solidly attached to the side bumpers.

All Long Circuit Style Bodywork including Side Pods and Wing (U17.20 through to U17.21.6) must:

- Be soundly constructed of a non-metallic material.
- If plastic be non-splinterable.
- Be designed to provide maximum safety for the driver and other competitors both during normal racing and in any accident.

- Not present any sharp edges.
- No part of the bodywork, including wings and end plates, shall:
- Be higher than 600mm from the ground (except for structures solely designed as head-rests with no possible aerodynamic effect).
- Have a width of more than 1400mm.
- Have a length of more than 2100mm.
- Extend beyond the rear bumper.
- Be nearer to the ground than the floor tray. Except the side pod under lip which may be immediately under the floor tray but not in any way constitute or resemble a skirt.
- The top of the side pods will be above the horizontal plain passing through the top of the front and rear wheels.
- Extend laterally beyond the plane of the front and rear tyres (with the front wheels in the straight ahead position and with the wheels in their outermost position), except in the case of a wet race (see Drawing 4, Diagram 9).
- Have a width of more than 1400mm
- Have a gap of less than 25mm between any part of the bodywork and the tyres.
- The use of this type of side pod will attract a higher weight limit than the S/C type.

T6.6 FLOOR TRAY (U17.24 to U17.24.5)

Shall be of flat construction. From 230mm ahead of the rear shaft, the floor tray may have an angle orienting it upwards (extractor). If the latter has one or two side fins, they must not protrude beyond the plain formed by the flat part of the floor tray. Neither the floor tray nor any other part of the bodywork shall in any way resemble a skirt (Drawing 7, Diagram 9 & 10)

It shall not exceed beyond either front or rear bumpers. Its width shall conform to and not exceed the dimensions of the bodywork including wings and end plates. It is not allowed to cut lightening holes in the floor tray.

T6.7 No part of the kart other than the bolts or clamps fixing the floor, the engine, the seat and seat stays, or brake disc, front kingpin bolts, the sprocket, the wheels and the tyres, may protrude below the bottom of the main longitudinal chassis rails. The floor tray may be clamped direct to the lower edge of the main longitudinal chassis rails.

T6.8 Kevlar and Carbon Fibre are not permitted in Formula 125 (ICC UK), and Formula 250 National except for seats, silencers, Nassau panels and instrument panels.
Carbon Fibre or Kevlar bodywork is specifically permitted in F125 Open , Division 1 & 2 Superkarts.

T6.9 Number Plates. The Number plate colours shall be :-

The number plates on the front and two sides must conform to L/C size K195 (300mm x 300mm) except F125 ICC which may be S/C size number plates all round.

F210 National - Red

F125ICC (UK) - Green

F125 Open - Blue

F250 National - White

F450 National - White

Division 1 & 2 Superkart - Yellow

It is permitted to have a short circuit size number plate (U17.25) on the rear only. (220mm x 220mm)

A novice plate on Long Circuit will consist of a yellow plate 22cm x 22cm with a black diagonal cross with strokes 15cm x 2.5cm

Should the CIK European Champion race in a BSA event then he/she will be permitted to run an `E` number plate
British & BSA National Champions will display the number 1 on the respective background colour.

The UK Cup will be a Red ZERO on a White background for all classes

The British Grand Prix winner will display GP on a white background. The G in red and the P in blue.

The winners of the F125ICC & F250 National UK Masters Championship will display a double zero (00) on there respective class number plate.

T6.10 The minimum permitted wall thickness of the rear axle is as per MSA Blue Book Regulations U18.8

T7 **Engines**

- T7.1 New engines for F125 Open and F250 National will only be allowed to Register on a three year basis. The next permitted update of engines in these classes will be for the 2013 season. Engines being put forward for registration should be presented for inspection to the MSA or their designated Association. 2010 Is the start of a three year period.
- T7.2 In F125 Open engines must be registered by the CIK for use in Formula C, ICC (KZ2) or Super ICC (KZ1).
- T8 **Fuel** : Fuel must be as defined in the MSA Blue Book under Section B, Appendix 1: Tables. Championships may specify a control fuel which must also comply with MSA regulations (CIK in Div. 1 & 2). All systems of injection and/or spraying of products other than fuel is forbidden. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. Some power/octane boosters are carcinogenic. It is mandatory to place the fuel tank 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
- T9 **Wheels and Tyres** :
- T9.1 It is recommended that the Nyloc nuts that retain the wheels to the hubs be changed ideally every time or certainly frequently. It is also RECOMMENDED not to use hammer guns for the tightening of wheel nuts.
- T9.2 F125 Open - 5" or 6" diameter wheels and tyres with a maximum tyre size width of 7.1" rears and 5.5" fronts may be used. It is not permitted to mix 5" and 6" tyres on the same axle line
- For long circuits all wheels must be fitted with some form of bead retention. The rear wheels must incorporate bead retention consisting of at least three pegs at equidistant positions applicable to the outside rims on both 5" & 6" wheels. Applicable on both wet and dry tyres. (U16.8.8)
- T9.3 F125 ICC - As per specific class regulations
- T9.4 F250 National - Either 5" or 6" wheels and tyres can be used. It is not permitted to mix 5" and 6" tyres on the same axle line
- For long circuits all wheels must be fitted with some form of bead retention. The rear wheels must incorporate bead retention consisting of at least three pegs at equidistant positions applicable to both inside and outside rims. Applicable on both wet and dry tyres
- T9.5 Tyres are open to manufacturers whose tyres are currently or have previously been homologated by the CIK unless stated otherwise in the specific class rules and Championships when the manufacturer may be limited to either a specific make or makes.
- T9.6 The use of chemical treatment on tyres is expressly forbidden. Any competitor found using chemical treatment on tyres in contravention of MSA Blue Book, will be banned from racing at all BSA clubs and all BSA Championships for a minimum of one year. Drivers may appeal any decision to the BSA Executive Committee.
- T10 The use of on board camera equipment is prohibited unless authorised by the event organisers and the Chief Scrutineer. Permission must be sort from the Clerk of the Course before commencement of racing
- The installation of the camera equipment must be part of the pre-race scrutineering process to ensure it is safely installed. MSA Yearbook G10.3, 10.3.1 & J5.20.5
- We encourage and approve of the properly controlled use of cameras. Circuit rules may prevail
- T11 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

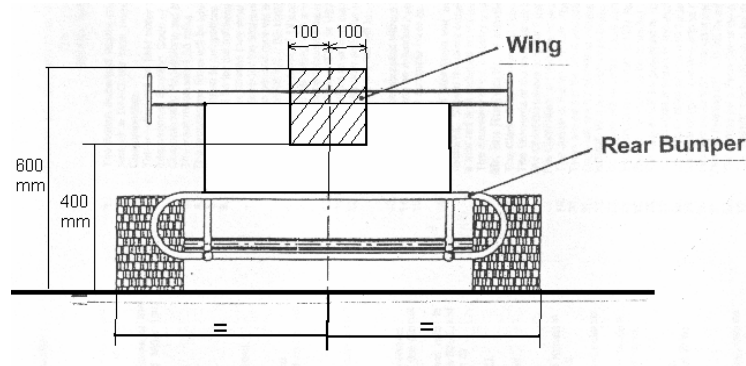
T12 **Rear Lights : Applicable ALL classes (with wing or without)**

T12.1 A rear facing high intensity light will be permanently illuminated when wet tyres are fitted to the kart and/or a race is designated as a wet race or instructed to do so by the Clerk of the Course. Only lamps having a high-intensity, polarised light source will be permitted. **Only the lights registered for use with the MSA/CIK** will be eligible. The lens shall have a minimum surface area of **28cm²** and the illumination must be visible from a point 45 degrees either side of centre line. The lamp unit will be mounted securely, forward of the rear bumper and the whole illuminated area of the light is to be positioned in the area shown in the diagram below, in wet and dry tyre configuration.

The light must be able to be switched on by the driver when seated in the normal driving position, by means of a **switch** and not by wires joined together or terminals connected to a power source.

Karts with lights not switched on when a race is declared wet will not be let out onto the circuit from the Assembly Area or Pit Lane.

T12.2



SPECIFIC CLASS REGULATIONS

T13 FORMULA 125 ICC (UK)

- T13.1 This class mimics the CIK KZ2 class but with some relaxations and British Style karts are permitted. Engine regulations have been brought into tighter conformity to CIK KZ2 from 2005 e.g. port heights. These long circuit regulations are for all intentional purposes the same as those on short circuit. The only exception is where mandatory long circuit rules prevail such as leathers, pegged rear tyres and rear hazard lights.
- T13.2 **Chassis** : Any chassis complying with MSA regulations for gearbox karts. All chassis main parts must be firmly secured together on 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. A brake disc protector in accordance with MSA competitors and officials yearbook regulations is mandatory. (U16.10.10)
- T13.3 **Bodywork** : Sidepods, front fairing and front Nassau panel to MSA Competitors Yearbook regulations & where appropriate Appendix 4 are required to be fitted at all times. Only short circuit bodywork configuration as detailed above in regulation T6.2 is permitted in this class. A bubble conforming to MSA Blue Book U17.22 and Diagram 7 is permitted as an alternative to a Nassau panel. Wedge shaped front fairings are not permitted. The floor tray must comply with MSA Blue Book
- T13.4 **Engine** : Any water cooled single circuit * single cylinder reed valve engine homologated by the CIK for the KZ2 class. Maximum cylinder cubic capacity 125cc.
*An additional inner circuit for the normal functioning of a thermostat is allowed
The original parts of the homologated engine must always comply with and be similar to the photographs, drawings and physical heights described on the homologation form.
- T13.5 **Tuning Regulations** :
- T13.5.1 All Modifications to the homologated engine are allowed, except :
- (a) Inside the engine
 - Stroke
 - Bore (outside maximum limits)
 - Connecting rod centre line
 - Number of transfer ducts and inlet ports in the cylinder and crankcase
 - Number of exhaust ports and ducts. The creation of new exhaust ducts and ports is forbidden
 - The total exhaust opening is 199 degrees maximum as per CIK ICC and Super ICC regulations.
 - (b) Outside the engines
 - Number of carburettors (1 only) and diameter of choke
 - External characteristics of the fitted engine, except for machining necessary for the application of bar code stickers (via homologation extension)
- T13.5.2
- (a) The reed-valve block (dimensions and drawing) must be according to the homologation form. Reed-valve box cover is free. Reed petals may be varied so long as they fit the manufacturer's reed block.
 - (b) Modifications of external appearance of the engine does not include the fixations of the carburettor, of the ignition, of the exhaust, of the clutch or of the engine itself, providing that their homologation position is not modified.
 - (c) Ignition systems must be CIK homologated for the class
 - (d) Cylinder head volume must be a minimum of 13cc using the CIK specification plug insert and measured as per CIK method described in the CIK annuaire Appendix 1. Ambient temperature is defined as any temperature between -5 degrees C and + 50 degrees C. Spark plugs are free but must be un-modified and the thread must not protrude into the combustion chamber when fully tightened. Modification to the spark plug thread is not permitted except for helicoil repair so long as the repair is to the full depth of the thread.
 - (e) All systems of injection and/or spraying of products other than permitted fuel are forbidden
 - (f) It is permitted to add a mass to the ignition rotor : it shall be fixed by at least 2 screws, without any modification to the homologated rotor.
- T13.6 **Silencing** : See regulations T1.1 to 1.10 above.
Intake. See Appendix 3 of the kart race yearbook. CIK Homologated air intake box mandatory, the filtered type is mandatory
Exhaust. See Appendix 3 of the kart race yearbook. Homologated exhaust is not mandatory, the magnetic steel sheet metal thickness must be 0.75mm minimum.

- T13.7 **Carburettor** : Carburettor made of aluminium, with a venturi type diffuser with a maximum diameter of 30mm round. The carburettor must be the Dell'orto VSH 30 (CS) or (BS) Code 9303. The carburettor must remain strictly original. The only settings allowed may be made to: the slide, the needle, the floats, the float chamber, the needle shaft (spray), the jets and needle kit, subject to all the interchanged parts being of Dell'orto origin. The incorporated petrol filter and the plate (part no. 28 on the technical drawing No. 7) may be removed, if they are kept, they must be original.
- T13.8 **Transmission** : Changes to gear ratios are permitted, except that the number of gears must remain six. Control must remain mechanical, without any servo system or ignition cut system.
- T13.9 **Brakes** : Brakes as MSA Blue Book U 16.10 to 16.10.9
- T13.10 **Tyres** : This class is limited to 5" diameter wheels with a maximum tyre width of 7.1".
Dry Tyres: Dunlop DCH. Front 10 x 4.5 x 5. Rear 11 x 7.1 x 5
Wet Tyres: Dunlop KT11. Front 10 x 4.50 x 5. Rear 11 x 6.50 x 5.
Dunlop KT10 are also permitted
- T13.11 **Retail Price** : All engines must be available complete with ignition (excluding carburettor, engine mount, silencer and exhaust) for not more than £2300 plus VAT in the same form as homologated.
- T13.12 **Weight** : Minimum 180kgs Short Circuit trim
This weight applies to both Short Circuit and Long Circuit Racing
- T13.13 **Plates** : Green number plates with white numbers.
- T13.14 **Age** : The class is open to any driver aged 16 or over on long or short circuits. Novice drivers are permitted on both long (closed to club and National B events only) and short circuits.



2009 BSA NATIONAL F125 ICC CHAMPION - Lloyd Scriven

T14 **FORMULA 125 OPEN**

- T14.1 This class is based on unrestricted reed and disc valve engines with some restrictions and modifications. Karts conforming to the Formula 125 ICC (UK) regulations may compete in this class at the class weight of 180kgs and to their class regulations. The British Superkart Association offers the only National Championship for this class in the UK.
- T14.2 **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.
- T14.3 **Bodywork** : Either Short or Long Circuit style bodywork may be fitted to the kart. A bubble conforming to MSA Blue Book U17.22 and Diagram 7 is permitted as an alternative to a Nassau panel.
- T14.4 **Engines** :
Any 125cc engine previously or currently eligible for CIK Formula C (single cylinder engine with reed-valve or rotary-valve intake, air cooled by natural air flow or water cooled, with single circuit *, registered by the CIK-FIA before March 2000 and valid, or water cooled single cylinder engine with reed-valve intake, with single circuit *, homologated by the CIK-FIA in ICC) plus any engine registered with the MSA for the pre 2004 National 125 class as listed in Appendix 2 of the MSA Kart Race Yearbook or any ICC homologated engine with a cassette gearbox option from the original manufacturer.
* An additional inner circuit for the normal functioning of a thermostat is allowed.
Active power valves are not permitted but may be used if locked in position
- T14.5 **Tuning Regulations** :
Modifications to the engine are allowed, providing 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 and reed block where applicable. (The addition of a fuel pulse pump adapter is permitted.)
f) Number of carburetors (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 carburetion system
i) No form of variable ignition that can be adjusted whilst the kart is in motion
- T14.6 **Noise Control** : See regulations T1.1 to 1.10 above.
- T14.7 **Transmission** : Maximum of six gears. Gear ratios can be changed.
- T14.8 **Brakes** : Brakes to MSA Blue Book section U16.10.1 to U16.10.9
- T14.9 **Wheels and Tyres** : 5" or 6" diameter wheels and tyres with a maximum tyre size width of 7.1" rears and 5.5" fronts may be used.
It is not permitted to mix 5" and 6" tyres on the same axle line
- T14.10 **Weight** : Long Circuit Style Bodywork 190kgs minimum.
Short Circuit Style Bodywork 180kgs minimum.
- T14.11 **Plates** : Blue number plates with white numbers.
- T14.12 **Age** : The class is open to any driver aged 16 or over on long or short circuits. Novice drivers are permitted on both long (closed to club and National B events only) and short circuits.

- T15 **FORMULA 250 NATIONAL**
This class is nominated by the MSA to be the 2009 British Superkart Championship class and is administered by the British Superkart Association for the period 2010, 2011. The engines in this have to be registered for a three year period.
- T15.1 **Chassis** : Any chassis complying with MSA 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.
- T15.2 **Engine** : Eligible engines are as follows :
Rotax 257 (either five or six gears)
Cagiva WMX 250/88 Cross.
Honda CR250.
Kawazaki KX250.
KTM 544/545/546.
Moto TM Cross 250.
Suzuki RM250 Z to V (1982 -1997 inclusive).
Yamaha YZ250.
- T15.3 **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 (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 adapter.
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
- T15.4 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 from the driving seat under normal racing conditions.
- T15.5 **Noise Control** : See regulations T1.1 to 1.10 above
- T15.6 **Transmission. Gearbox** : maximum of five gears except for the Rotax 257 which can be used in 5 or 6 speed form. Gear Ratios can be varied.
- T15.7 **Brakes** : Brakes to MSA Blue Book section U16.10.1 to U16.10.9
- T15.8 **Wheels and 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.
- T15.9 **Weights** – The minimum weight with driver on the completion of any part of the event will be 195kgs with short circuit bodywork or just bumpers and side bars. If a wing is fitted with any other sidepod or sidebar the weight will be 200kgs.
The weight with full long circuit bodywork will be 205kgs
- T15.10 **Plates** : White number plates with black numbers.
- T15.11 **Age** : The class is open to any driver aged 16 or over on short circuits and aged 17 and above on long circuits. A novice driver may compete on short or long circuit (only at closed to club or National B events).

T16 **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 and derived from motocross sources.

T16.1 **Chassis** : Any chassis complying with MSA 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.

T16.2 **Engine** :

All 4 stroke series production, motocross derived, single cylinder engines up to a maximum of 450cc.

T16.3 **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 (magnetic material only)
- d) Crankshaft must be on the manufacturers parts list
- e) Camshafts
- f) External appearance of the engine other than carburettor, ignition system, carburettor rubber mounting, clutch cover, engine mounting points. (The addition of a fuel pulse pump adapter is permitted.)
- g) Number of carburettors (1 only). The material magnesium is not permitted.
- h) Fuel injection is permitted but only if Original Equipment Manufacture. i.e If fitted as standard to the original motor type
- i) All systems of injection and/or spraying of products other than permitted fuel are forbidden.
- j) It is not permitted to have an electronic connection to a carburettor if fitted to the engine

T16.4 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 from the driving seat under normal racing conditions.

T16.5 **Noise Control** : See regulations T1.1 to 1.10 above

T16.6 **Transmission. Gearbox** : maximum of five gears. Gear Ratios can be varied.

T16.7 **Brakes** : Brakes to MSA Blue Book section U16.10.1 to U16.10.9

T16.8 **Wheels and 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.

T16.9 **Weights** – The minimum weight with driver on the completion of any part of the event will be 195kgs with short circuit bodywork or just bumpers and side bars. If a wing is fitted with any other sidepod or sidebar the weight will be 200kgs.
The weight with full long circuit bodywork will be 205kgs

T16.10 **Plates** : White with Black Numbers

T16.11 **Age** : The class is open to any driver aged 17 and above on long circuits. A novice driver may compete on short or long circuit (only at closed to club or National B events).

The following Technical Regulations are for the CIK Division 1 & 2 Superkart classes and are key extracts from the 2010 CIK Annuaire. For full details of the complete regulations appertaining to Superkarts please consult the 2010 CIK Annuaire. MSA/BSA Exceptions to the CIK regulations are shown also where appropriate.

T17 General

T17.1 Chassis Description of the equipment parts :

It is composed of :-

- a) Chassis frame
- b) Chassis main parts
- c) Chassis auxiliary parts : in order to make the kart more solid, special tubes and profiles (auxiliary parts) may be mounted. However, they must not present a risk for the safety of the driver and of the other competitors.

T17.2 Chassis Frame

Function

- It constitutes above all the main supporting element of the vehicle
- It serves as the rigid connection of the corresponding main parts of the chassis and for the incorporation of the auxiliary parts.
- It gives the kart the necessary solidity for the possible forces occurring when it is in motion.

Description

The chassis frame is the central and supporting part of the whole kart. It must be sufficiently resistant to be able to absorb the changes produced when the kart is in motion.

Requirements

“Magnetised” steel tubular construction with a cylindrical section. One piece with welded parts that cannot be dismantled.

- Without connections (mobile in 1, 2 or 3 axes)
- The flexibility of the chassis frame corresponds to the elasticity limits of the tubular construction.

Material

Magnetic structure steel or structural steel alloy

T17.3 Chassis Main Parts

Function

Transmission of the track forces to the chassis frame only through the tyres.

Description

All the parts which transmit the track forces to the chassis frame only through the tyres :

- Rims with support
- Rear axle
- Steering Knuckle
- King Pin
- Front and rear axles supports.

If they exist

- Front and rear connecting parts.

Requirements

- All the chassis main parts must be solidly attached to one another or to the chassis frame.
- A rigid construction is necessary, no articulations (mobile in 1, 2 or 3 axes).
- Articulated connections are only authorized for the conventional support of the steering knuckle and for steering.
- Any other device with the function of articulation in 1, 2 or 3 axes is forbidden.
- Any hydraulic or pneumatic absorbing devices against oscillations is forbidden.
- The rear shaft (axle) must have a maximum external diameter of 40mm and a minimum wall thickness at all points of 2.5mm

T17.4 Chassis Auxiliary Parts

Function

All elements contributing to the proper functioning of the kart, as well as facultative devices, subject to their being in conformity with the regulations, with the exception of the chassis main parts.

Auxiliary parts must not have the function of transmitting forces from the track to the chassis frame.

Description

Attachments of brakes, engine, exhaust, steering, seat, pedals, bumpers and inlet silencers :

- Ballast
- All devices and connections
- All plates and springs
- Other attachment points
- Reinforcement tubing and sections
- Brakes, brake discs.

Requirements

Auxiliary parts must be solidly fixed. Flexible connections are authorized.

All elements contributing to the normal functioning of the kart must comply with the regulations.

These parts must be mounted in order not to fall off while the kart is in motion.

T17.5 Wheelbase : The minimum : 106cm Maximum : 127cm

Track : at least 2/3 of the wheelbase used

Overall length : 210 cm maximum

Overall Width : 140cm

T17.6 Bumpers :

They are compulsory front, rear and side protections. These bumpers must be made of magnetic steel.

Front bumper

Long circuits

The front bumper must consist in at least 2 steel elements: a steel upper bar mounted in parallel above a steel lower bar, with a minimum diameter of 18 mm and a minimum thickness of 1.5 mm, both bars being connected with 2 tubes and welded together, and presenting a vertical flat face.

* The front bumper must permit the attachment of the mandatory front fairing.

* It must be attached to the chassis-frame by 4 points.

* Front overhang: 350 mm minimum.

* Width of the lower bar: straight and 150 mm minimum in relation to the longitudinal axis of the kart.

* The attachments of the lower bar must be parallel (in both horizontal and vertical planes) to the axis of the chassis; they must be 220 mm minimum apart and centred in relation to the longitudinal axis of the kart at a height of 60 +/-20 mm from the ground.

* Width of the upper bar: straight and 250 mm minimum in relation to the longitudinal axis of the kart.

* Height of the upper bar: 170 mm minimum and 220 mm maximum from the ground.

* The attachments of the upper bar must be 500 mm +/-50 mm apart and centred in relation to the longitudinal axis of the kart.

* The attachments of the upper bar and the lower bar must be welded to the chassis-frame.

Rear bumper

Long circuits

* The mandatory bumper must consist in at least 2 steel elements: a steel upper bar mounted in parallel above a steel lower bar, with a minimum diameter of 18 mm and a minimum thickness of 1.5 mm, both bars being connected with 2 tubes and welded together.

* Width of the lower bar: straight and 600 mm minimum in relation to the longitudinal axis of the kart.

* Height of the lower bar: 120 +/-20 mm from the ground.

* Width of the upper bar: straight and 1000 mm minimum in relation to the longitudinal axis of the kart.

* Height of the upper bar: 230 +/-20 mm from the ground.

*The unit must be fixed to the frame in at least 2 points, possibly by a supple system, and must be 1,100 mm wide as a minimum; its maximum width : that of the overall rear width.

*Its ends may not have any angular part and shall comprise a bending with a minimum radius of 60 mm, including in the volume located immediately behind the wheel (anti-intusion system).

Side bumpers

Long circuits

* The bumper must consist in at least 2 steel elements: a steel upper bar mounted in parallel above a steel lower bar, with a minimum diameter of 18 mm and a minimum thickness of 1.5 mm, both bars being connected with 2 tubes and welded together, and presenting a vertical flat face.

* They must be attached to the chassis-frame by 2 points minimum.

* These 2 attachments must be parallel to the ground and perpendicular to the axis of the chassis; they must be 520 minimum.

* Minimum straight length of the bars:

500 mm for the lower bar

400 mm for the upper bar.

* Height of the upper bar: 200 +/-20 mm from the ground.

* Height of the lower bar: 60 +/-20 mm from the ground.

T17.7 Bodywork : No part of the bodywork including wings and end plates shall :

- Be higher than 60 cm from the ground (except for structures solely designed as head rests with no possible aerodynamic effect)
- Extend beyond the rear bumper
- Be nearer the ground than the floor tray
- Extend laterally beyond the outside of the rear and front wheels (with the front wheels in the straight ahead position), except in the case of a wet race
- Have a width of more than 140cm
- Have a gap of less than 25mm between any part of the bodywork and the tyres

Body work, bubble shield and wing must be of a non-metallic material. Should a complete bodywork and bubble shield be used, the bubble shield shall be connected to the bodywork by no more than four quick release clips and shall have no other fixing device. Should the bubble shield be a separate structure, its maximum width shall be 50 cm and the maximum width of its fixing frame 25 cm.

The bubble shield must neither be located above the horizontal plane passing through the top of the steering wheel nor be less than 5 cm from any part of the steering wheel. At the bottom the bubble shield shall end symmetrically 15 cm minimum from the pedals in the normal resting position and shall expose the feet and ankles.

In all cases, when the bubble shield is removed, no part of the bodywork shall cover any part of the driver seated in the normal position seen from above.

The front of the nose of the bodywork must not constitute a sharp angle but must have a minimum radius of 20 mm. Front fairings must be such that it is possible for the front bumper to comply with requirements of this article and must not be wider than the front wheels when in straight ahead position.

The floor tray shall be flat construction and must have a curved beading edge. From 23 cm ahead of the rear shaft, the floor tray may have an angle orienting it upwards (extractor). If the latter has one or two side fins, they must not protrude beyond the plane formed by the flat part of the floor tray. Neither the floor tray nor any other part of the bodywork shall in any way resemble a skirt.

It shall not extend beyond either front or rear bumpers. Its width shall conform to and not exceed the dimensions of the bodywork including wings and end plates. It is not allowed to cut lightening holes in the floor tray.

T17.8 Engine : By engine is meant the propelling unit of the vehicle in running order, including a cylinder block, sump and possible gearbox, ignition system, carburetor(s) and exhaust silencer.

All systems of injection are forbidden. The spraying of products other than the fuel is forbidden. The engine shall not comprise a compressor or any super-charging system.. A cooling system by air or liquid is authorized. Only water is authorized for liquid cooling.

Engines must be approved by the CIK-FIA with the manufacturers official spare parts catalogue (see approval regulations)

T17.9 Noise Testing :

MSA/BSA Exception

The noise testing will be as per Regulation T1.1.

T17.10 Fuel Tank : The total fuel tank capacity must be 19 litres maximum. The exit aperture must not be more than 5mm.

BSA Exception :

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

T17.11 Fuel. In Division 1 & 2 a Petrochem Carless 102 octane control fuel (Hyperflo 250) will be used.

T17.12 **BSA Exception :**

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. Drivers may appeal any decision to the BSA Executive Committee.

- T17.13 Racing Numbers : The numbers shall be black on a yellow back ground, and they shall be at least 20 cm high and 3 cm thick stroke. The number plates fitted at the back of the kart shall be plain and have rounded corners (diameter of rounded corners 15 to 25 mm) with 22 cm sides minimum. The plates shall be flexible and made of opaque plastic, and they shall always be visible (fixation without a possible displacement). They may be fibre glass (polyester) ; however, it is allowed to print the racing number on the rear radiator. The driver is responsible at all times for ensuring that the required numbers are clearly visible to timekeepers and officials.
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SPECIFIC REGULATIONS for SUPERKART DIVISION 1

- T18 Engine
- T18.1 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.
- T18.2 Types of engines allowed :
- a) «Rotax 256» as registered by the former CIK, with 110, 113 or 115 mm connecting rod. Any other engine registered by the former CIK. Mechanical carburettors and «Power-Valves», both without electronics. Ignition: 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 from the driving seat under normal racing conditions.
- b) «Rotax 256» with substitution parts approved by the CIK-FIA (according to the list of requirements supplied by the Manufacturer and a production quota of 15 engine kits). Mechanical carburettors and «Power-Valves», both without electronics. Ignition: 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 from the driving seat under normal racing conditions.
- c) Engines from 250 cc motorbike Grand Prix competitions designed prior to 2001, approved by the CIK-FIA and complying with the basic model sold by the Manufacturers, including carburettors, «Power Valves» and ignition (according to Manufacturers' official catalogue). The advance and cartography may under no circumstances be modifiable from the driving seat under normal racing conditions.
- d) Specific new engines approved by the CIK-FIA (according to list of requirements supplied by the Manufacturer and a production quota of 10 full and identical engines). Mechanical carburettors and «Power-Valves», both without electronics. Ignition: 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 from the driving seat under normal racing conditions.
- e) 2 single cylinder engines of the same make homologated in ICC. Homologated gearbox (check of the ratios using a graduated disc, according to the method described under Article 12 of the Technical Regulations). Ignition: 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 from the driving seat under normal racing conditions. Combustion chamber volume: free. Carburettor: free but mechanical, without electronics. Exhaust and make of the exhaust: free. Total exhaust opening angle: free.
- f) any Division 2 engine, according to the Specific Regulations of Division 2.

Eligible Engines :

- BRC Engineering - BRC 250FE
 - F.P.Engineering - FPE/TR250
 - F.P. Engineering - FPE/Rotax 256 Substitute Cylinder & Head
 - F.P. Engineering - FPE/Rotax 256 Substitute Crankcases
 - F.P. Engineering - FPE/Rotax 256 Substitute Disc Valve Covers
 - Sieker Rennsport - Yamaha TZ250/1998 4TW
 - Sieker Rennsport - Yamaha TZ250/2001 5KE
 - PVP Karting - PVP/Rotax 256 Substitute Cylinder and Head
 - PVP Karting - PVP251
 - Folan Engineering - Folan/Rotax 256 Substitute Primary Transmission
 - Severi Racing Kart & C. Srl - SGM/FE2003
 - Racing Cylinder Services Ltd. - Rotax 256 Substitute Cylinder & Head
 - Vladimir Vacha - VM Motor - VM250M/01
 - DEA Engineering - SK251
- Plus any engine from the CIK 125 ICC engine list
Plus any engine or extension approved by the CIK for use in 2010

- T18.3 Gearbox:
BSA Exception - Gear ratios are open
- T18.4 Tyres : 6"
CIK Homologated tyres only
- T18.5 Minimum weight:
one single cylinder engine: 205 kg including the bodywork; minimum weight of the kart itself: 95 kg without the bodywork and without fuel;
other engines: 218 kg including the bodywork; minimum weight of the kart itself: 110 kg without the bodywork and without fuel
- T18.6 **BSA/MSA Exception :**
The RS Honda 250 GP engine may be used experimentally for evaluation purposes on a No Points, No Prizes basis. It cannot take part in a Championship.
- T18.7 **BSA Exception :**
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



SPECIFIC REGULATIONS for SUPERKART DIVISION 2

- T19 Engine
- T19.1 Maximum cylinder cubic capacity: 250 cc.
Types of engines allowed:
Air cooled by natural air flow or water cooled single-cylinder engine, one single circuit, registered at the CIK-FIA.
Any series production single cylinder motorbike engine approved by the CIK-FIA (according to full catalogue supplied by the Manufacturer).
- Eligible Engines :
Gas Gas 250K
TM Racing - TM-250
Rotax 257
Honda CR250
Honda CR250/2002
- T19.2 Ignition: 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 from the driving seat under normal racing conditions.
- T19.3 Carburettor venturi without electronics
- T19.4 «Power Valves» on engines equipped with them when they are approved are permitted, subject to their being used locked and blocked in a single position.
- T19.5 Reed-valve box profile: free.
- T19.6 Gearbox: minimum 3 ratios and maximum 6 ratios, according to the Manufacturer's catalogue.
- T19.7 Minimum weight: 205 kg including the bodywork; minimum weight of the kart itself: 95 kg without the bodywork and without fuel.
- T19.8 **Tyres: 6"**
BSA Exception -
Tyres are open as long as they are to the regulation sizes.
CIK homologated tyres only
- T19.9 **BSA Exception**
Karts to F250 National regulations may compete in this class under their own class regulations
- T19.10 **BSA Exception**
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