



REGULATIONS AND SPECIFICATIONS FOR THE 2006 NORTHERN REGIONS MOTORSPORT KARTING CHAMPIONSHIP

1. CLASSES

1.1 Regional championship classes:

50cc Cadet
60cc Junior GP
Mini Max
Max Junior
Max Challenge / Masters
RM1 Challenge / Masters
MAX175
125 GP

1.2 Competitors will be eligible to score championship points irrespective of the number of events they participate in.

2. REGIONAL FORMAT

2.1 The minimum number of starter's at all regional championship classes shall be 8.

2.2 There shall be SIX regional championship events for each class.

2.3 There shall be three races for each class per regional championship event.

2.4 No drops will be allowed.

2.5 Only members of the Northern Regions Kart Club (NRKC) will be allowed to score points towards the championship.

3. QUALIFYING

3.1 There shall be one timed practice session for all classes to determine the grid positions for Heat 1. Time trials, which shall consist of a 10-minute practice session where each lap is timed for every driver. The time of each driver's best lap will count for grid position, the second best lap time being used to separate any possible ties.

3.2 Grid position for the second heat will be determined by the finishing position from heat 1.

3.3 Grid position for the final heat will be determined by the finishing position from heat 2.

NOTE: The method of determining grids must be published in the relevant championship regulations and/or event SR's.

3.4 Each kart will be allocated a starting position on the pre-race grid. The places of non-starters will be left empty, the other competitors retaining their allocated positions.

3.5 Protests regarding start positions must be carried out in accordance with Part IX of the MSA Handbook.

3.6 Pole position will be on the side of the track corresponding to the inside of the first corner after the start. However, subject to the approval of the Clerk of the Course a competitor being in pole position may elect a start from the opposite side of the track. This will not effect the grid position of any other competitor except No. 2 on the grid.

4. POINT SCORING

4.1 At the end of each heat, points will be awarded to all drivers classified as finishers. The following points scoring system will apply to regional karting events:

4.2 Heat 1 will only count towards the starting grid position for heat 2 and carry's no points.

4.3 Heat 2:

1	-	34 points	5	-	30 points
2	-	33 points	6	-	29 points
3	-	32 points	7	-	28 points
4	-	31 points	8	-	27 points etc.

4.4 Heat 3:

1	-	55 points	5	-	48 points
2	-	52 points	6	-	47 points
3	-	50 points	7	-	46 points
4	-	49 points	8	-	45 points etc.

- 4.5 In the event of a tie having to be resolved to declare a winner, the competitor having the highest score in the last heat of the last event shall take preference.
- 4.6 Non finisher will be awarded 5 points less than the last finisher.
- 4.7 To be classified as a starter a competitor has to cross the start-line and start the timing system.

5. **RACE DISTANCE**

Race distance per Regional heat shall be:

50cc Cadet's	Minimum 5km & maximum 8km.
Junior GP	Minimum 8km & maximum 14km.
Mini Max	Minimum 10km & maximum 20km
Max Junior	Minimum 10km & maximum 20km
Max Challenge/Master	Minimum 10km & maximum 20km
RM1 Challenge/Master	Minimum 10km & maximum 20km
MAX 175	Minimum 10km & maximum 20km
125Gearbox	Minimum 10km & maximum 20km

6. **WEIGHING**

- 6.1 It is compulsory after time trials and after each heat for all drivers and their karts in all classes to be weighed prior to entering the paddock.
- 6.2 Karts must be weighed each time they exit the circuit for adjustments during their timed sessions.
- 6.3 Scale of the day will be the instrument to be used. Scale to be checked with check weights before each event.
- 6.4 Karts will not be driven onto scale.

7. **RECOVERY**

- 7.1 In case of a breakdown no outside assistance will be allowed except designated recovery vehicle.

8. **PRACTISING**

- 8.1 On each day of an event, before racing commences, a definite period or periods shall be allotted for practicing. The minimum free practice time shall be one 10-minute session, for each class. The amount of practice time permitted should be increased wherever possible according to the classes being run and/or the amount of daylight available. All regulations and requirements applicable to racing except for the starting procedure, shall apply to practice.
- 8.2 Each driver shall complete at least three laps continuous running in practice at each meeting before taking part in a race.
- 8.3 Gearbox karts must, at all times, practice separately from all non-gearbox karts.
- 8.4 Drivers shall be dispatched from the paddock in such a fashion as not to compromise safety. The number of karts practicing at any one time shall not exceed the maximum permitted on the circuit for a race.

9. **IDENTIFICATION OF EQUIPMENT**

- 9.1 Immediately after the timed session weigh-in, engines must be sealed or identified in a suitable manner to enable the Scrutineer's to carry out a post-race examination effectively. Other additional seals or identification procedures may be utilized by the scrutineer's at any other time throughout the event. For ALL classes, engines must be sealed and their carburetors and exhaust silencers suitably identified. For class Junior GP, the two side bolts fixing the top engine cover to the engine must be cross-drilled to facilitate the fitting of wire seals. Should a competitor subsequently wish to change or repair an engine or component thereof, which will necessitate the breaking of a seal or removing any identification, this may only be done under the supervision of the Scrutineer's. Once the change of engine or component is complete, the engine will again be sealed or identified.
- 9.2 The changed component or engine must be impounded by the scrutineer's.

10. **OUTSIDE ASSISTANCE**

- 10.1 No driver may receive outside help on the track once the karts have left the pre-start grid for the start of a race. Drivers may, however, during the race, enter the pits by the proper method, weigh the kart, receive assistance in the pits and then rejoin the race. The only exceptions to the rule regarding assistance on the track are:
- 10.2 Marshals may assist drivers who have come to a stop to place a kart off the circuit to avoid obstructing other competitors.
- 10.3 The starting of engines or pushing by marshals only, is permitted in all classes when deemed safe (by the marshal)
- 10.4 From the commencement of the official timed practice only authorized officials are allowed on the track.
- 10.5 The penalty for receiving outside assistance, whether the assistance is solicited or not, is automatic exclusion from that particular heat or time trial.

11. STARTING PROCEDURE

11.1 ROLLING STARTS (All classes except 125 Gearbox)

- 11.1.1 On display of the green flag indicating that karts are under starters orders, the karts will leave the pre-race paddock and proceed in two parallel rows in grid order directly to the 90 meter steady speed point (See below) or complete a lap or part thereof as instructed by the Clerk of the Course depending upon the nature of the circuit or the size of the field.
- 11.1.2 No further karts will be allowed out of the pre-race paddock onto the circuit once the start signal has been given and the race has begun.
- 11.1.3 A steady speed point must be indicated by markers on either side of the track at a suitable point (within the ambits of the circuit). But not less than 90 meters before the start line, and when the pole position driver reaches this point, he must set and maintain a reasonable and constant speed slow enough to allow the field to form and bunch up and the driver in No 2 position must at this stage without delay position himself level with the pole driver. The rest of the field must then bunch up in their allocated positions behind the two leading drivers, in two parallel lines.
- 11.1.4 Any driver, who is unable to take up his correct grid position prior to the field reaching the 90 meters steady point, must take up position at the rear of the field. The No 2 driver must maintain position level or slightly behind the pole driver as they approach the start line. At any point between the 25 meter line and the start line, when the two leading karts are level, or the pole man is slightly ahead and the majority of the field is in position, well bunched up and in two parallel lines, the starter may give the starting signal.
- 11.1.5 At this point the entire field will remain in grid order one behind the other, it is forbidden to move either to the left or the right or improve position until such time as the kart(s) has passed the bollard(s) placed upon the start line (Minimum 3 bollard) after the start signal has been given.
- 11.1.6 Should the starter not be satisfied with the disposition of the field as the leading karts approach the start line, it shall be clearly indicated that the field must complete another warm up lap, or a false start will be notified to the drivers by means of showing the false start flag (green with yellow chevron). Drivers will then proceed round the circuit and repeat the starting procedure.
- 11.1.7 In the event of the pole driver not being able to take up his correct position, the No 2 driver will be responsible for setting the pace from the 90 meter steady point. If either of the front row grid positions is vacant as the field approaches the start line, then the starter may start the race based on the position of the remaining front row kart(s) alone.
- 11.1.8 A penalty of 5 places for the first offence, then 8 places for the second offence and then exclusion for the third offence shall be imposed by the Clerk of the Course should a driver commit any of the following actions which, will be classed as starting offences should the start signal have been given and the race in fact has begun;
- 11.1.8.1 Crossing the demarcated lines of the track prior to the start signal being given, except where the driver has a problem and signifies this by raising his arm and pulling off to the outside or inside of the track. Should it be possible for the driver to continue, he may rejoin the field from behind once the last competitor has crossed the start line.
- 11.1.8.2 When approaching the start line subsequent to passing the 90 meter steady point, any competitor intentionally altering speed either slower or faster prior to the start signal being given.
- 11.1.8.3 Improving grid position (overtaking), or moving out of the parallel grid formation either to the left or the right before passing the bollard(s) on the start line, if the start signal has been given. Any position left vacant in the field due to a non-starter must be maintained vacant until the field is allowed to begin racing.
- 11.1.8.4 Any competitor(s) touching the bollard(s) at any point prior to passing the start line.
- 11.1.9 Any penalty imposed as a result of the above must be advised to the competitor after completion of the race or heat and must be deducted immediately from the driver's accumulated points for the day, so that his grid position for the next heat takes the penalty into account.
- ### **11.2 STANDING STARTS (125 Gearbox ONLY)**
- 11.2.1 On display of the green flag, the karts will proceed at an orderly pace to the dummy or starting grid where they will stop in either staggered or parallel formation as defined in the SR's with engines running and in their allocated positions when the Clerk of the Course will signal the starter to start the race. Should the Clerk of the Course be dissatisfied with the disposition of the field for any reason he may send them round for another lap after which they will reform again on the grid. Any driver who is not stationary at the moment the starting flag is raised (lights are switched on), must stop immediately. A place penalty of 5 places for the first offence, then 8 places for the second offence and then exclusion for the third offence shall be imposed by the Clerk of the Course, should any of the following actions occur which will be classed as starting offences should the start signal have been given:
- 11.2.1.1 Starting further forward than the allocated grid position or ahead of the demarcated line on the grid.
- 11.2.1.2 Moving prior to the start signal being shown.
- 11.2.2 The imposition of a penalty as a result of the above must be advised to the competitor after completion of the race or heat, and must be deducted immediately from the driver's accumulated points for the day so that his grid position for the next heat of the event takes account of the penalty.

12. LICENCE

Only regional or national license holders for the specific class are allowed to race.

13. FUEL AND OIL

13.1 The SR's for each event must state, where applicable, one brand and octane rating of commercially available pump fuel to be used by the non-gearbox and gearbox classes and these will be the only fuels permitted for that event.

13.2 Only designated brands and types of 2-stroke lubrication oil are permitted. The designated oil/s may be nominated by MSA Karting Commission and will be stated in the SR's for each event. The use of any other oil, lubricant, and additive or treatment agent is specifically excluded. The organisers reserve the right to do random fuel control and checks.

14. TYRES

14.1 The number of dry weather slick tyres each competitor may use is restricted to a maximum of one set of four for each event starting at and including time trials. The same ruling applies in respect of the number of wet weather tyres that may be used. Should a tyre become damaged due to an accident during the event, the Clerk of the Course may approve an additional replacement, which, if it is a dry weather slick, shall have been or shall be purchased from the organisers. The damaged tyre must be deposited with the scrutineer's.

14.2 The use of wet weather tyres in time trials or any of the races will not be permitted unless declared a wet race or practice by the Clerk of the Course. Likewise, the Clerk of the Course can withdraw authorization for wet weather tyres.

14.3 New or used tyres can be used. Tyres will be marked when exiting circuit after qualifying by the organisers with the competitor's number

14.4 Wet weather tyres must be identified prior to being used. Checks on identified tyres may be made at any time throughout an event and any competitor found using any tyre, which has not been identified for the event will be excluded from the prior heats or time trials. Exchanging of tyres between competitors is forbidden and the penalty will be the same as above.

14.5 It is prohibited to use any chemical treatment, or other means, to artificially enhance the performance of tyres used during official practice or racing.

14.6 The organisers reserve the right to replace one or more of any competitor's tyres, with a substitute tyre, should they believe such action to be warranted.

15. VARIATION OF REGULATIONS

Any variation of these regulations approved by MSA will be advised by means of the Supplementary Regulations or MSA bulletin for each event affected by such variation.