

1 SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction: The 2022 British Superkart Championships are organised by Motorsport UK supported by Superkarting UK ('the Organiser') in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) the Motorsport UK Karting Yearbook and these Championship Regulations.

Motorsport UK Championship Permit Number(s): Championship Grade: A

- Division 1 - CH2022/K016
- F450 National - CH2022/015
- F250 National - CH2022/013
- F125 Open - CH2022/014

Organising Permit Status: National

1.2 Officials:

1.2.1 Co-ordinator: Cheryl Lynch / Chloe Jones (Deputy)- britishsuperkarts@motorsportuk.org
• **Contact: Terry Bateman - 07831 854896**

1.2.2 Eligibility Scrutineer/Technical Commissioner: TBA

1.2.2.1. Chief Scrutineer (Event): Sue Bateman

1.2.3 Championship Stewards: Richard Norbury, Nicky Moffitt, Steve Stringwell

1.2.4 Race Director: Terry Bateman

1.2.5 Clerk of the Course: Ben Edward

1.3 Competitor Eligibility:

1.3.1 Entrants must be registered for the Championship and in possession of a valid Motorsport UK Entrant licence.

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

1.3.1.2 A Team is defined as any commercial entity whether incorporated or not and receiving financial reward for services where the principal is not also the PG Entrant licence holder and hosting drivers and providing race services or covered accommodation for participants in the Championship :

1.3.1.2.1 The Team must:

- (a) hold a Motorsport UK Entrant licence;
- (b) have at least £5 million Public Liability Insurance;
- (c) uphold the General Regulations including values of the Race with Respect Code;
- (d) act in a professional manner;

- (e) be responsible for carrying out and documenting a risk assessment of their activities;
 - (f) adhere to the Motorsport UK Safeguarding Policy;
 - (g) attend all Drivers Briefings; and
 - (h) nominate one member of the Team as the Team Representative at each meeting.
- 1.3.1.2.2 It is recommended the Team has:
- (a) a designated team member as an 1st 4Sport Level 2 qualified coach; and
 - (b) a designated UKAD Certified Advisor.
- 1.3.2 Drivers and Entrant/Drivers must be registered for the Championship and:
- 1.3.2.1 in possession of a current Motorsport UK Kart National Competition Licence (endorsed valid for Long Circuit) as a minimum; or
 - 1.3.2.2 in possession of the highest grade of national Kart licence or valid CIK-FIA International Licence together with their ASN's written consent (H.25.2.1. and FIA ISC Article 2.3.7.b applies); and
 - 1.3.2.3 with at least 4 signatures from the Clerk of the Course for having competed on long circuit and no longer considered a long circuit novice (H.25.2.1(f) also applies).
 - 1.3.2.4 a competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the championship requires absence from school drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from the school to fulfil registration of the Championship and this must be presented to the Championship Coordinator prior to each meeting.
- 1.3.3 All necessary documentation including appropriate licence must be present at the Event and be presented for checking at all rounds when requested by an official of the Meeting.
- 1.3.3.1 For the purposes of GDPR Competitors details will be held on the Motorsport UK Database and will be subject to all and any of Club Time Attack or [BRSCC \(as appropriate to the meeting organiser\) Superkarting UK](#) and the [Motorsport UK GDPR](#).

1.4 Registration & Entries

- 1.4.1 With the exception of Guest drivers (1.4.5) Competitors must be registered for the Championship by completing the [on-line registration](#) having acknowledged acceptance of these Championship Regulations and paying the Championship Registration fee. This fee is non-refundable.
- 1.4.1.2. for the avoidance of doubt the acknowledgement to the 'British Kart Championships' regulations within the entry declaration refers to these British Superkart Championship Regulations in respect of those classes defined above.
- 1.4.2 **The Championship Registration fee** is £50 (VAT exempt) for each Driver:
- 1.4.2.1. any Team or Engine Preparer is required to register once via the on-line registration for the British Superkart Championships irrespective of class; and
 - (a) The Championship Registration fee is £25 (VAT exempt)

- 1.4.2.2 for any Driver under 18 years of age accompanied by anyone other than their parent or legal guardian a valid DBS certificate is required for:
- a) The Team Principal
 - b) The Engine Preparer (if attending the Championship meetings); and
 - c) The Mechanic (where not the licensed PG)
- 1.4.2.3 Any Team hosting driver(s) under 18 years of age will be required to evidence they have the correct level of DBS in place (which must have been obtained via Motorsport UK).
- 1.4.3 Drivers race numbers:**
- 1.4.3.1 Reserve ('Special') numbers for 2021 British Championship and British Superkart Grand Prix drivers are as follows:
- i. Division 1 numbers 1 -10 & GP (yellow background black numbers);
 - ii. F250 National numbers 101-110 & GP1 (white background black numbers);
 - iii. F450 National numbers 201-210 & GP2 (red background white numbers); and
 - iv. F125 Open numbers 301-310 & GP3 (blue background white numbers)
- 1.4.3.2 Drivers placed 1-10 in their respective 2021 British Superkart Championship will be entitled to select the respective Special number at registration (1.4.3.1). Should a driver choose to run an alternate (non-Special) number that Special number will not be reallocated.
- 1.4.3.3 The numbers will be allocated by the Organiser at acceptance of registration which will be provided once the Organiser has validated the race number and will be the permanent race number for the duration of the Championship.
- 1.4.4 **The individual meeting entry fee** for the 2022 British Superkart Championships is £350 (VAT exempt) be per Competitor per class.
- 1.4.5 Guest Drivers:**
- Competitors not registered for the Championship may in the entire discretion of the Organiser be permitted on an individual round basis and will:
- (a) be deemed "Guest Competitors" and
 - (b) not score points and for the purpose of points scoring will be ignored;
 - (c) qualify for Event awards; and
 - (d) comply with the eligibility criteria as prescribed in Article 1.3. 1.4.2.2 and 1.4.2.3 above.
- 1.4.6 Personal images.** The Organiser may:
- 1.4.6.1 film the meetings and make the images public and/or
 - 1.4.6.2 record the Stewards' judicial hearings which imagery would be used for training purposes only or by the National Court in the event of any Inquiry or other lawful judicial procedure pursuant to the General Regulations and/or the Code.

By registering for the Championship all necessary permissions for use and publicity of personal images by the Organiser are granted.

1.5 Championship Meetings:

1.5.1 The 2022 British Superkart Championships will be contested over the following meetings:

The dates are as follows:

Date	Venue	Track Licence
01/02 May	Cadwell Park	Motorsport UK
18/19 June	Anglesey	Motorsport UK
24/25 Sept	Donington Park	Motorsport UK*

* The final meeting will also be the 2022 British Superkart Grand Prix

1.5.2. The format for the Championship meetings will be as indicated in the Supplementary Regulations and/or Final Instructions which documents together with these Championship Regulations and the General Regulations as well any bulletins issued by the Organiser shall be Official Documents in accordance with GR D.8.1.

1.6 Scoring:

1.6.1 Points will be awarded in the Race according to the final classification in each category.

1.6.1.1 Where more than one class is gridded together each class will be disregarded for the awarding of individual class Championship points.

1.6.1.2 Points will be awarded in each class per race as follows:

1st place 25 then 2nd place 20 - 3rd place 16 - 4th place 13 - 5th place 10 - 6th place 8 then 7th 6 - 8th place 5 - 9th place 4 - 10th place 3.

1.6.1.3 All non-finishers will be awarded 2 points

1.6.1.4 Any driver that does not start the race will score 0 points

1.6.1.5 Any driver disqualified from the Race will score 0 points and will be unable to drop this round.

1.6.1.6 At the conclusion of the meeting a meeting classification will be issued (1.5.1)

1.6.2 **If a round cannot be completed:**

1.6.2.1 before your first race 'race 1' the overall classification will be declared on the grid positions for the race. Should your second race 'race 2' and/or your third race 'race 3' (if any) be unable to be run the Round(s) will be cancelled and the results from the race(s) run cannot be dropped scores;

1.6.2.2 after completion of race 1 overall classification will be declared on the grid positions for race 2 and

1.6.2.3 after completion of race 2 overall classification will be declared on the grid positions for race 3 (if any).

1.6.3 **Resolving Ties**

1.6.3.1 In the event of a tie in Timed Qualification the driver's 2nd fastest times will be considered and the best 2nd time awarded the higher ranking. If still tied then the 3rd fastest times will be considered (and so on).

1.6.3.2 In the event of a tie for grid positions for the Race the higher finishing position from Timed Qualification will take the higher grid position.

- 1.6.4 6 Rounds will count towards the overall Championship standings.
- 1.6.4.1 Both Cadwell and Anglesey will have three races (points scoring rounds) the best two out of the three races will count towards the overall Championship standings per meeting.
- 1.6.4.1.1 Where the number of entries exceeds the maximum permitted by the track licence each competitor will compete in two of the three races both of which will count towards the overall Championship standings per meeting.
- 1.6.4.2 For Donington Heat 1 and Heat 2 will count as Championship point scoring rounds and will both count towards the overall Championship standings.
- 1.6.4.2.1. The maximum entry for Donington will be restricted to 60 drivers (the maximum permitted by the track licence).
- 1.6.4.3 Any driver who registers for the Championship following the first Championship meeting will only have points accrued since the date of Championship registration acceptance.

1.6.5 Championship Points Appeals will be in accordance with the current Motorsport UK Yearbook.

1.7 Awards

1.7.1 Per Meeting:

Trophies for each class will be awarded to the highest 3 classified drivers (1.6.1.6)

1.7.1.1 A prize giving ceremony will normally be held at each meeting within one hour of posting the provisional Final Results.

1.7.1.2 If a driver is personally not present for the prize giving ceremony without the Organiser's consent they may forfeit any award; and

1.7.1.3 Additional awards may be provided and will be confirmed by Bulletin.

1.7.2 Championship Overall

The overall awards for the British Superkart Championship in each class will be a Trophy for the highest 3 placed drivers in each class;

1.7.3 The top 10 drivers in each class will be awarded seeded ('Special') numbers for 2023. Should any class have less than 10 registered drivers Special numbers will be awarded to the top 5 drivers only:

- i. Division 1 numbers 1-10;
- ii. F250 National numbers 101-110;
- iii. F450 National numbers 201-210; and
- iv. F125 Open numbers 301-310

1.7.3.1. Should any driver change class for 2023 they will forfeit their seeded number.

1.7.3.2 The top 5 of those drivers should pre-qualification for 2023 be necessary will automatically qualify.

1.7.4 Additional awards may be made at the discretion of the Organiser.

1.7.5 There will be an end of year Ceremony. The date & venue is TBA.

1.7.5.1 If a Competitor is unable to attend without agreement in writing from the Organiser they may forfeit any award.

1.7.6 Entertainment Tax Liability

In accordance with current government legislation Motorsport UK along with the hosting club are legally obliged to withhold tax at the basic rate on all payments to non- UK resident sportsmen/women and account to HMRC using form FEU1 the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is to those persons that do not have a normal permanent residence in the UK. The UK does not include the Isle of Man Channel Islands or Eire. This means that the organiser is required to deduct tax at the current rate applicable from any such payments they make to non-UK residents.

Under certain circumstances it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the Tax withheld. Any application for such an arrangement must be made in writing and no later than 30 days before the payment is due.

For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: 01514726488 Fax: 01514726483.

1.7.7 Title to all Trophies

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the competitor(s) concerned must return such awards to the Organiser in good condition within 7 days.

1.8 Timing

1.8.1 Electronic timing will take place at all rounds.

1.8.2 AMB TranX 160 or 260 transponders must be mounted upright (i.e. with 'R' clip at the top) as follows:

- (a) from the centre line of the front axle to the centre line of the transponder will be a minimum of 290mm and a maximum of 390mm towards the rear of the kart;
- (b) Transponders must be mounted in accordance with the manufacturers recommendations;
- (c) it is the Competitors responsibility to ensure their transponder is fully charged and fitted correctly;
- (d) transponders must be fitted and working throughout the whole meeting;
- (e) any transponder not fitted upon entry to the grid may be refused access; and
- (e) Any transponder not fitted or not working will result in the Competitor not being lap scored and no finishing position given.

1.8.3 It may be possible to hire transponders from the Organiser at a cost of £15 per meeting.

1.8.3.1 Should any Competitor hire a transponder and fail to return it in good working order the Organisers may seek payment for a replacement unit.

2 JUDICIAL PROCEDURES

2.1 Rounds: In accordance with Section C of the current Motorsport UK Yearbook Appendix 1 of these Regulations or other Official Documents.

2.1.2 Technical infringements arising from post-race Scrutineering or judicial action subject to C.3.1.1:
(a) the minimum action will be disqualification from the session.
(b) the maximum action will be disqualification from the meeting (C)3.5.1(a)&(b) will also apply.
(c) in the case of the Competitor being underweight they will be disqualified from that session.

2.2 Championship: In accordance with Section C of the current Motorsport UK Yearbook.

2.2.1 By registering for the Championship all Competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 2).

2.2.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organiser 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 Motorsport UK.

2.2.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

2.3 Video

Where available the Organisers will be using CCTV. The footage will be used by the Organisers for judicial purposes in accordance with the General Regulations.

3. RACE PROCEDURES

3.1 Entries

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Meeting via the [on-line entry system](#).

3.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

3.1.3 Any withdrawal of Entry or changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D.25.1.12 applies.

- 3.1.4 The Entry Fee for each meeting is £350 per driver per class (VAT exempt).
- 3.1.4.1 Entries for the meetings open on the 1st March 2022:
- (i) entries will close at noon 7 days prior to the meeting for all rounds;
 - (ii) any entry received later than 7 days prior to the meeting but no later than noon on the Monday immediately preceding will be considered a late entry and incur a surcharge of £50 (VAT exempt);
 - (iii) any request for withdrawal of entry must be made in writing before the closing date (not the deadline for late entry) 50% of the entry fee will be transferred towards the next event entry if any the remaining 50% will be forfeit. No refunds of entry will be made; and
 - (iv) the fee will be forfeit for any withdrawal received during the late entry period up to and including the commencement of the meeting.
- 3.1.5 Entries will be acknowledged upon receipt of the submitted entry and payment.
- 3.1.6 Once you have submitted and received an accepted entry withdrawals will only be permitted when made prior to the closing date for that meeting as per 3.1.4 above.
- 3.1.7 In the event of a meeting cancellation refunds may only be issued in the event that no part of the meeting has commenced i.e. Scrutineering and/or documentation whichever commences sooner (3.1.4 applies).
- 3.1.8 Reserves will be listed in the Final List of Entries published with Final Instructions or in an Event Bulletin.
- 3.1.9 An Entry made to the Championship and or to any Event forming part of the Championship is a Declaration of conformity by the Entrant in respect of participant and kart and PPE eligibility for the Championship and its Events. Any breach of declaration shall be the subject of disciplinary action. See Art. 4.2 below.
- 3.2. Briefings**
- It is mandatory for all Drivers Team Managers and PG's attend all Drivers Briefings unless digital briefings are being used.
- 3.3 Pre-Race Scrutineering**
- 3.3.1 All Competitors will be required to submit an electronic Championship Technical declaration which will be part of the event registration and must be completed prior to the meeting. False Declaration will be treated as a grave breach of the General Regulations.
- 3.3.2. Pre-Race Scrutineering will be undertaken at each meeting. This is primarily aimed at safety elements.

3.4 Parc Ferme

3.4.1 Parc Ferme will be in operation at all meetings the format for which may vary according to the requirements of the venue and will be confirmed in any Final Instructions or during the Drivers Briefing. If the latter that will still take effect as an official bulletin and an accretion to the Official Documents.

3.4.1.1 Access to Parc Ferme will only be permitted to the driver and one mechanic for the specific class; and

3.4.1.2 any other person requiring access may only do so with permission of the Eligibility Scrutineer or their designated Deputy.

3.4.2 Pre-Assembly Area

Only the driver and no more than 2 mechanics per driver will be permitted access.

3.5 Timed Qualifying

3.5.1 All classes will be provided a Timed Qualifying session and each driver must participate.

3.5.1.1 The schedule for Timed Qualifying will be posted on the Official Notice Board and/or detailed in the Final Instructions. It is the Competitor's responsibility to ensure they are aware of any changes to the timetable.

3.5.1.2 Should any driver miss this session there will be no other.

3.5.1.3. Should any driver miss Timed Qualifying the Race Director/Clerk of the Course may authorise that driver to start from the rear of the grid for their first race.

3.5.4 Timing will commence when the green flag is shown.

3.5.5 As soon as the driver exits the track to the paddock area their session has ended and re-entry to the track is not permitted.

3.6 Grid

3.6.1 The maximum grid will not exceed that permitted by the track licence.

3.6.2 Timed Qualifying results will dictate the grid positions for race 1.

3.6.3 With the exception of Donington the grid for race 2 will be formed by the driver's fastest lap in race 1 and for race 3 (if any – 1.6.6 applies) will be determined by the driver's fastest lap in race 2 unless otherwise stated in the SR's or Final Instructions.

3.6.3.1 if a situation is deemed force majeure the current Championship positions will be used to determine the grid with the exception of Round 1 which will be determined by ballot.

3.6.3.2 the Clerk of the Course may permit any non-finisher of race 1 to participate in race 2 and for any non-finisher in race 2 to participate in race 3.

3.6.4. For Donington the grid for race 2 will be the fastest lap in race 1.

3.6.4.1 The grid for race 3 (the British Superkart Grand Prix) will be formed in accordance with the Supplementary Regulations for that event and does not count as a points scoring round for the Championship.

3.7 Races

- 3.7.1 Each class will have at least 2 and a maximum of 3 Races at each Championship meeting:
 - 3.7.1.2 Race duration will be 12 minutes and will be confirmed in the Official Documents.
- 3.7.2 The Race Director/Clerk of the Course in consultation with the Stewards of the Meeting may amend race duration.
 - 3.7.2.1 any change will be published on the Official Notice Board prior to the race.

3.8 Starts

- 3.8.1 Starts will be in accordance with U.7.6.3 of the Motorsport UK Yearbook.
 - 3.8.1.1 The pole position driver may be penalised if the speed is considered by the Race Director/Clerk of the Course to be too fast or too slow.
 - 3.8.1.2 Penalties may be imposed on any driver considered to have broken formation prior to the start signal.
- 3.8.2 All drivers having taken the start will be classified (U.12.5.1).
- 3.8.3 All karts will form up in the assembly area prior to the start in formation as specified on the grid sheet.
- 3.8.4 The Clerk of the Course will communicate with the start line officials in order that the start signal maybe given or karts may be brought to a halt on the grid by showing of the red flag for the race to be restarted.
- 3.8.5 The starting signal will be given by the extinguishing of the red lights.
- 3.8.6 Once the signal to start racing is given only then may karts break formation and overtake prior to the start/finish line.
- 3.8.7 Any breaches of the start procedure may give rise to a penalty i.e gaining an unfair advantage (Appendix 1).
- 3.8.8 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation by raising an arm as per Motorsport UK Regulation Q.12.13.2. Any driver unable to maintain their grid position on the Green Flag Lap to the extent that all other karts are ahead of them may complete the Green Flag lap but on grounds of safety must remain at the rear of the grid and not attempt to re-take their original grid position.
- 3.8.9 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact.
- 3.8.10 The Organiser reserves the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

3.9 Race Stops

In the event of a race stoppage Q.12.15 will apply.

3.10 End of Session

3.10.1 At the end of the session karts will be directed into a designated area (Parc Ferme).

3.10.1.1 All drivers must report to scrutineering and weighing area.

3.10.1.2 Other than the driver and officials no person is permitted in this area until signified to do so by a Scrutineer.

3.10.1.3 Drivers should not leave this area without the specific permission or instruction of the Eligibility/Chief Scrutineer or their Deputy.

3.10.2 It is recommended that any Entrant should be satisfied that the driver has been given authority to leave.

3.10.2.1 Any driver or kart having left the area without permission will be reported to the Clerk of the Course and may be disqualified from the session as a minimum.

3.10.3 The Scrutineering Declaration will be validated against the equipment used.

3.10.3.1 Should it be found that any of the equipment numbers do not comply with the recorded detail it will be considered a statement of fact and the Scrutineer will provide the necessary report to the Clerk of the Course. The minimum penalty may be disqualification from that session in which case C.3.5.1 will not apply.

3.10.4 It is the Competitor's responsibility to ensure that any seal or mark is not missing or damaged.

3.10.4.1 No seal can be replaced if the kart has left parc ferme.

3.10.5 The Scrutineer may seal the chassis or engine(s) and request the fitting of special nuts to the equipment for this purpose.

3.10.6 At any time during the meeting the Eligibility Scrutineer may request the removal of any component.

3.10.6.1 A component may be sealed and held by the Scrutineer and replaced with a standard homologated unit for use for the remainder of the meeting. The replacement unit must then be returned in good working order at the end of the meeting.

3.10.6.2 Unless the original part is impounded for testing the Scrutineer will return it when the replacement unit is returned.

3.11 Results

3.11.1 Results will be issued in accordance with the Motorsport UK General Regulations.

3.11.2 All results will be deemed provisional until the conclusion of all technical and/or judicial matters when they shall become final without the need for further declaration except any notification pursuant to GR H.34.1.8.

4 TECHNICAL REGULATIONS

4.1 Classes

The classes listed below will be designated its own British Superkart Championship. Karts must comply with Motorsport UK Kart General Technical and Safety Regulations and Class regulations as listed in the 2022 Motorsport UK Yearbook Motorsport UK Karting Yearbook and Motorsport UK website for Class Regulations these Championship Regulations and any Supplementary Regulations and Final Instructions.

- i. [Division 1](#)
- ii. [Formula 450N](#)
- iii. [Formula 250N](#)
- iv. [Formula 125](#)

4.1.1 **Head rest.** All seats must incorporate a head rest.

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

4.1.3 **Bubble shield.** Should the bubble-shield be a separate structure its maximum width must be 500mm and the width of its fixing frame must be 250-300mm.

4.1.4 **Intake silencer.** The intake silencer must be either CIK homologated or Motorsport UK approved for the class (including previous ABKC registrations) and can be fitted to face forward or rearward.

4.1.4.1 In all classes except Division 1 all air entering the intake silencer must do so without the addition or proximity of any device that may direct an increased flow of air from the forward movement of the kart towards the inlet.

4.1.5 **Number plates.** As U.17.26. It is permitted for the rear number plate to be min. 22cm x 22cm.

4.1.5.1. Plates must conform with the specific class requirements:

- i. Division 1 - yellow background with black numbers;
- ii. F250 National - white background black numbers;
- iii. F450 National - red background white numbers; and
- iv. F125 Open - blue background white numbers

4.2 Scrutineering Declaration

4.2.1 All Competitor's equipment must be accompanied by a scrutineering declaration. This will be the only method used to check that each Competitor is using the equipment prepared and presented at pre-event scrutineering.

4.2.1.1 if a competitor wishes to use or have access to more than a single set of overalls or other personal protection equipment then it must be declared on the scrutineering declaration and presented at pre-event scrutineering.

4.2.1.2 it is the sole responsibility of the Competitor to complete this scrutineering declaration correctly. A false declaration will be treated as a grave breach of the General Regulations.

4.2.1.3 where seals are used to seal the chassis and/or engines the seal numbers must be detailed alongside the individual engine and chassis numbers on the declaration and must be correct.

- 4.2.1.4 both the driver and their Entrant if any must agree to the declaration.
- 4.2.1.5 the scrutineering declaration(s) must be made prior to the meeting and will be available to the Scrutineer during pre-event scrutineering.
 - 4.2.1.5.1 no changes to the scrutineering declaration will be permitted upon commencement of Timed Qualifying for that class; and
- 4.2.1.6 failure to lodge the completed scrutineering declaration will be reported to the Stewards of the Meeting and may incur a penalty.

4.3 Equipment Identification

The Scrutineer may use a paint or barcodes during pre-event scrutineering to identify equipment.

4.4 Tyres

- 4.4.1 Only the class/Championship nominated tyres may be used which must be purchased from the nominated supplier:

[Hoosier](#) – R60B SK Slick at rrp plus VAT

– W2 / W3 Wet at rrp plus VAT

[Dunlop](#) – DES or DGS Slick at rrp plus VAT

– KT14 Wets at rrp plus VAT

- 4.4.1.1 When ordering tyres (directly from the supplier) it will be necessary to provide the confirmed British Superkart Championship race number which will be used to validate the tyres at scrutineering.
- 4.4.2 With the exception of Division 1 one set of slick tyres (“race tyres”) and one set of wets (“wets”) may be purchased for each meeting with the exception of the first Championship meeting when two sets of slicks and two sets of wets may be purchased and registered.
For Division 1 two set of slick tyres and two set of wets may be purchased for each meeting.
- 4.4.2.1 Only new and/or the drivers previously registered 2022 Championship race and wet tyres may be registered for use during Timed Qualifying and 2022 Championship Races (subject to any further limitations detailed in the Official Documents for the meeting):
 - (i) If the session is declared wet only registered wets may be used. Only with the authority of the Chief Scrutineer and on the grounds of safety may a driver be permitted to have a subsequent set of wets registered for use at the meeting.
- 4.4.2.2 For Free Practice tyres are open.
- 4.4.3 At allocation/pre-event scrutineering tyres may be barcoded or marked and recorded.
 - 4.4.3.1 it is the Competitors responsibility to ensure that the tyre barcodes or marks have been correctly recorded.
 - 4.4.3.2 the barcodes or marks must remain in place and readable at all times during the meeting; and
 - 4.4.3.3 in the event that a barcode or mark is missing or unreadable the Competitor must present the tyre to the Scrutineer.
- 4.4.4 Tyres may be tested by the officials at any time and samples taken for analysis (D.36.1- 36.3).
- 4.4.5 A photo-ionization detector may be used to check for chemical treatment.
 - 4.4.5.1 a reading greater than 2ppm with the sampling probe within 5mm of any part of the tyre or tread where the reading is at least 50% greater than the average readings found on

tyres from other Competitors in the class tyre samples may be taken for analysis (D.36.1-36.3.)

4.4.6 All tyres must be removed from the circuit at the end of the meeting. Should any be left at the venue the Competitor will be identified and invoiced for any charges incurred for disposal.

4.4.6.1 Failure to do so will be treated as an environmental breach and subject to disciplinary action.

4.5 Chassis

4.5.1 Only one chassis is permitted for any meeting.

4.5.1.1 in the event of damage if the Scrutineer agrees it is not practical to repair in the time provided the Competitor may present an alternative chassis of the same make and type for scrutineering in order to continue.

4.6 Engines

4.6.1 A maximum of two engines may be registered at any one Championship meeting.

4.7 Fuel

4.7.1 Only the class/Championship nominated fuel may be used which must be purchased from the nominated supplier [Vital Equipment](#).

a) The control fuel specification maximum 102 RON (102 octane) in accordance with 2022 CIK-FIA Technical Regulations.

b) Hiperflo 250 rrp (plus VAT) per litre in 25 litre cans

4.7.1.1 the total fuel tank capacity must be a maximum of 19 litres. 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.

4.7.1.2 all fuel cans must be removed from the venue by the Competitor when vacating at the conclusion of the Event. Failure to do so will be treated as an environmental breach and subject to disciplinary action.

4.7.2 The Eligibility Scrutineer/Chief Scrutineer may request at any time during the meeting that a Competitor's fuel is to be replaced under supervision.

4.7.2.1 the replacement fuel will be provided by the Scrutineer for use for the remainder of the meeting; and

4.7.2.2 the Competitor will be invoiced for this fuel which must be paid prior to the next Championship Meeting. If the Competitor does not compete in any further meeting of the Championship or if the action (4.7.2.1) occurs at the last meeting of the Championship then the Competitor shall settle any invoice delivered within 14 calendar days of the date of the invoice. Failure to do so will be treated as a grave breach of the General Regulations.

4.7.3 It is mandatory for a minimum of 1 litre of fuel to be available at the end of the session (U.16.18).

- 4.7.4 Comparison testing for fuel and/or additives may be carried out during the meeting in accordance with D.34.
- 4.7.4.1 the Competitor will be required to provide a written declaration to the Scrutineer stating the make and type of oil used in the fuel and the mix ratio. A sample of the oil may also be required; and
- 4.7.4.2 if the sample does not conform to the written declaration or is found to be ineligible the Competitor will:
- (a) be disqualified from the meeting;
 - (b) pay the full cost of the testing; and
 - (c) may be reported to Motorsport UK.

4.8 Analysis Comparison or Eligibility Checks

- 4.8.1 Should any Competitor be found to be using fuel and/or additives tyres or equipment not conforming to these regulations or the specific class criteria they will be solely responsible for any costs incurred by the Organiser to carry out any tests or eligibility procedures.
- 4.8.1.1 Failure to refund the Organiser upon written request within 14 days of the request will be reported to the Championship Stewards who may impose further penalty which may include but not limited to disqualification from the Championship and reporting the dishonoured payment to Motorsport UK in accordance with C.1.1.13 as a grave breach.

5 COMPETITOR OBLIGATIONS

5.1 Competitors may be required to:

- 5.1.1 display sponsors' stickers which will be provided by the Organiser on their karts and visors;
- 5.1.2 remove decals/stickers etc. which are considered to conflict with the Championship and/or the Championship sponsors';
- 5.1.3 take part in promotional activities at the rounds including prize giving and any press conference;
- 5.1.4 attend any scheduled briefings or other meetings called by the Officials or Organisers during the Meeting

5.2 Conduct

- 5.2.1 Competitors are responsible for any accompanying persons all of whom must honour the Respect code and the conduct obligations required by the General Regulations and must be respectful to the meeting officials.
- 5.2.2. Motorsport UK will not tolerate its meeting officials being abused in any form and will take the strongest position if it is reported that someone has done so. Initially such instances should be reported to the Stewards of the Meeting who may impose an immediate penalty which may include eviction from the event.
- 5.2.3 All reports of any breach of 5.2 and/or 5.2.1 will be submitted to Motorsport UK who may take further action.

5.3 Pits

5.3.1 Pit space is limited and Competitors must park in a sensible orderly fashion and as directed by the officials; and

5.3.2 Competitors must move if requested to do so by the Championship Officials or Organising Club.

6. Championship Contacts:

Terry Bateman - terry@superkarting-uk.com britishsuperkarts@motorsportuk.org

Tyres

Hoosier Tyres – Viper Racing UK
Telephone: +44 (0)161 343 2009
Email: sales@viper-racinguk.co.uk

Dunlop – Anderson Karts
Telephone: +44 (0)1977 603838
Email: enquiries@andersonkarts.com

Fuel

Vital Equipment - <https://www.vitalequipment.co.uk/>
Telephone: +44 (0)1981 241169
info@vitalequipment.co.uk

Useful links:

[Motorsport UK Yearbook](#)

[British Superkart Championship](#)

Venues

[Cadwell Park](#)
[Anglesey Circuit](#)

[Donington Park](#)

Appendix 1

Penalties

- Level 1 - Verbal warning (no points on licence)
- Level 2 - Formal (written) warning (2 points on licence)
- Level 3 - Fine, Time, Place or Lap penalty (3 points on licence)
- Level 4 - Disqualification from Free Practice, Timed Qualifying or Race (4 points on licence)
- Level 5 - Disqualification from Championship meeting (6 points on licence)
 - The Stewards may also impose immediate 30 day licence suspension

Regulation Breach	Penalty
C2.3.2 - Gaining an unfair advantage	Level 1 - 3
C1.1.5 - Driving in a manner incompatible with general safety	Level 1 - 4
C1.1.5 - Aggravated Driving incompatible with general safety	Level 4 - 5
C1.1.6 - Contravention of flag signal prior to race	Level 1 - 3
C1.1.6 - Contravention of flag signal during race	Level 1 - 4
C1.1.6 - Contravention of technical flag (Twice)	Black Flag
C1.1.6 - Ignore Black Flag more than once	Level 2 - 5
C1.1.9 - Abusive Language, Behaviour and/or Assault	Level 2 - 5
H33.1.3 - Failure to attend drivers briefing	£50 - £185
H33.1.4 - Failure to obey official of meeting	Level 4 - 5
C3.1.1 - Scrutineering non-compliance report (no licence points)	Level 4 - 5
U17.29 - Under weight (no licence points)	Level 4 - 5
U8.1 - Failing to report to scrutineering (no licence points)	Level 4 - 5
Q14.4.2. - Track Limits (race)	Level 1 - 4
Q14.4.2. - Track Limits (Timed Qualifying)	Lap(s) DQ

The above list is not exhaustive.



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.