

Published

1.1 Title & Jurisdiction: Motorsport UK, supported by Superkarting UK, will organise National Long Circuit Kart Races (“the Meeting”) being the concluding rounds of the 2022 British Superkart Championships and culminating in the British Superkart Grand Prix, on:

24th/25th September at Donington Park

Track Licence Number: R/2022_016

Donington Park Track Length: 4,003 metres with a maximum grid of 60

Motorsport UK Organising Permit Number: 125774

and will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), the Motorsport UK Karting Yearbook, the 2022 British Superkart Championships Regulations (“CR”), these Supplementary Regulations and any Final Instructions.

1.2 Officials:

1.2.1 Secretary of the Meeting: 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 Stewards of the Meeting: Ian Moore (Motorsport UK)

Club Stewards: TBA

1.2.4 Race Director: Terry Bateman

1.2.5 Clerk of the Course: Ben Edwards

1.2.6 Chief Timekeeper – TBA (TSL)

1.2.7 Judges of Fact: The nominated Officials are Judges of Fact in respect of the following:

a) For vehicle eligibility, the Chief Scrutineer

b) For noise readings, the Environmental Scrutineer

c) For number of laps completed, the Chief Timekeeper

d) For race starts the Starter and Assistant Starter; and

e) For track limits the Race Director, Clerk of the Course and appointed Observers

1.3 Competitor Eligibility

1.3.1 Entrants must be 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 4 Sport Level 2 qualified coach; and
 - (b) a designated UKAD Certified Advisor.
- 1.3.2 Drivers and Entrant/Drivers must be in possession of a current Motorsport UK Kart National Competition Licence (endorsed valid for Long Circuit) as a minimum; or 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
- 1.3.2.1 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).
- 1.3.2.2 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 Meeting and be presented for checking when requested to do so 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 [BRSCC](#), [Superkarting UK](#) and the [Motorsport UK GDPR](#).

1.4 Entries

1.4.1 The Meeting Entry Fee is £350 per driver, per class (VAT exempt).

1.4.1.1 Entries open on the 1st March 2022 and must be made via the British Superkart Championships [on-line registration system](#)!

- (i) entries will close at noon 7 days prior to the meeting;
- (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 forfeit;
- (iv) the fee will be forfeit for any withdrawal received during the late entry period up to and including the commencement of the meeting; and

1.4.2 Entries will be acknowledged upon receipt of the submitted entry and payment.

1.4.3 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 1.4.1 above.

1.4.4 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries in accordance with 1.4.1 above.

1.4.5 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 Organiser receives the missing or corrected information or fee; and

1.4.5.1 acceptance of entry will be provided once the Organiser has validated the race number.

1.4.6 Any withdrawal of Entry or changes made after acceptance of any entry must be notified to the Organiser in writing. D.25.1.13 applies.

1.4.7 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.

1.4.8 Reserves will be listed in the Final List of Entries published with Final Instructions or in an Event Bulletin.

1.4.9 The maximum entry for the meeting is 60 and entry will be accepted on a first come first serve basis.

1.4.10 An Entry made to the Event is a Declaration of conformity by the Entrant in respect of participant and kart and PPE eligibility for the Event. Any breach of declaration shall be the subject of disciplinary action. See Art. 4.2 below.

1.4.11 Drivers race numbers:

1.4.11.1 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)

1.4.11.2 Drivers placed 1-10 in their respective 2021 British Superkart Championship will be entitled to select the respective Special number at entry (1.4.1.1). Should a driver choose to run an alternate (non-Special) number that Special number will not be reallocated.

1.4.11.3 The numbers will be allocated by the Organiser at acceptance of entry which will be provided once the Organiser has validated the race number and will be the permanent race number for the duration of the Meeting.

1.4.12 Personal images. The Organiser may:

- 1.4.12.1 film the meetings and make the images public and / or;
- 1.4.12.2 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 meeting all necessary permissions for use and publicity of personal images by the Organiser are granted.

2. RACE PROCEDURES

The timetable for the meeting will be announced in any Final Instructions issued prior to the meeting. The race day format will be:

- a 10 minute Free Practice session;
- a 12 minute Timed Qualifying session;
- two Heats of 12 minutes duration; and
- a Final Race (the British Superkart Grand Prix) of 12 minutes duration

2.1 Briefings

It is mandatory for all Drivers, Team Managers and PG's to attend all Drivers Briefings unless digital briefings are being used.

2.2 Pre-Race Scrutineering

2.2.1 All Competitors will be required to submit an electronic Technical declaration which will be part of the event entry and must be completed prior to the meeting. False Declaration will be treated as a grave breach of the General Regulations.

2.2.2 Pre-Race Scrutineering will be undertaken at each meeting. This is primarily aimed at safety elements.

2.3 Parc Ferme

2.3.1 Parc Ferme will be in operation 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.

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

2.3.1.2 any other person requiring access may only do so with permission of the Eligibility Scrutineer or the Chief Scrutineer.

2.3.2 Pre-Assembly Area

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

2.4 Timed Qualifying

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

2.4.1.1 The schedule for the 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.

2.4.1.2 Should any driver miss this session there will be no other

2.4.1.3 Any driver that is not present in the Assembly area prior to their session will not be classified, and should be present in the Assembly area 20 minutes prior to the scheduled session time

2.4.1.4 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

2.4.2 The results from Timed Qualifying will dictate grid positions for your first race "Heat 1";

2.4.2.1 A driver's lap time may be removed for breaches of track limits for that lap

2.4.3 Timing will commence when the green flag is shown.

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

2.5 Grid

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

2.5.1 Heats

i. Timed Qualifying will dictate the grid positions for Heat 1 (2.4.2.) with the driver securing the fastest classified time taking pole position

ii. The fastest laps from Heat 1 will dictate the grid positions for Heat 2 with the driver securing the fastest classified time taking pole position

iii. The Clerk of the Course may permit any non-finisher to participate in the next race.

iv. After completion of the Heats an intermediate classification will be issued

v. All drivers classified will automatically qualify for the British Superkart Grand Prix

- vi. Both Heat 1 and Heat 2 will be points scoring rounds of the British Superkart Championships (CR1.6) and drivers not registered for the Championship will be ignored for the purposes of Championship points scoring.

2.5.2. The British Superkart Grand Prix ('the Final')

The grid for the Final will be formed based on the intermediate classification

2.5.2.1 At the conclusion of the Heats an intermediate classification will be issued which will determine the grid for the Final;

- a) Points will be awarded according to the classification of each Heat; 1st place 1 point, 2nd place 2 points etc.
- b) Non-finishers will be awarded points according to laps completed/order of stopping and classified in that order;
- c) Any driver that does not start a Heat will score 0 points
- d) Points from Heat 1 will be added to Points from Heat 2;
- e) Where there is any tie(s) drivers fastest times recorded in Timed Qualifying will be used to determine the higher placed driver with the fastest driver being placed above the tied driver

2.5.2.2 If the meeting cannot be completed:

- a) before Heat 1, the overall classification will be declared on the grid positions for the Heat. Should Heat 2 and/or the Final be unable to be run the Race(s) will be cancelled;
- b) after completion of the first Heat, overall classification will be declared on the grid positions for Heat 2; and
- c) after completion of Heat 2 overall classification will be declared on the grid positions for the Final.

2.6 Races

2.6.1 The Race Director/Clerk of the Course, in consultation with the Stewards of the Meeting, may amend race duration:

2.6.2.1 any change will be published on the Official Notice Board prior to the race.

2.7 Starts

2.7.1 Starts will be in accordance with U.7.6.3 of the Motorsport UK Yearbook.

2.7.1.1 The pole position driver may be penalised if the speed is considered to be too fast or too slow.

2.7.1.2 Penalties may be imposed on any driver considered to have broken formation prior to the start signal.

2.7.2 All drivers having taken the start will be classified (U.12.5.1).

2.7.3 All karts will form up in the assembly area prior to the start, in formation as specified on the grid sheet.

- 2.7.4 The Clerk of the Course will communicate with the start line officials, in order that the start 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.
- 2.7.5 The starting signal will be given by the extinguishing of the red lights.
- 2.7.6 Once the signal to start racing is given only then may karts break formation and overtake prior to the start/finish line.
- 2.7.7 Any breaches of the start procedure may give rise to a penalty i.e. gaining an unfair advantage (Appendix 1).
- 2.7.8 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. In addition, 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.
- 2.7.9 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.
- 2.7.10 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.
- 2.8 Race Stops**
In the event of a race stoppage Q.12.15 will apply.
- 2.9 End of Session**
- 2.9.1 At the end of the session karts will be directed into a designated area (Parc Ferme).
2.9.1.1 All drivers must report to scrutineering and weighing area.
2.9.1.2 Other than the driver and officials no person is permitted in this area until signified to do so by a Scrutineer.
2.9.1.3 Drivers should not leave this area without the specific permission or instruction of the Eligibility/Chief Scrutineer or their Deputy.
- 2.9.2 It is recommended that any Entrant should be satisfied that the driver has been given authority to leave.
2.9.2.1 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.

- 2.9.3 The Scrutineering Declaration will be validated against the equipment used.
- 2.9.3.1 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.
- 2.9.4 It is the Competitors responsibility to ensure that any seal or mark is not missing or damaged.
- 2.9.4.1 No seal can be replaced if the kart has left parc ferme.
- 2.9.5 The Scrutineer may seal the chassis or engine(s) and request the fitting of special nuts to the equipment for this purpose.
- 2.9.6 At any time, during the meeting, the Eligibility Scrutineer may request the removal of any component.
- 2.9.6.1 A component may be sealed and held by the Scrutineer and replaced with a standard homologated unit, by the Scrutineer, 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.
- 2.9.6.2 Unless the original part is impounded for testing the Scrutineer will return it when the replacement unit is returned.

2.10 Results

- 2.10.1 Results will be issued in accordance with the Motorsport UK General Regulations.
- 2.10.1.1 provisional results will be published as soon as possible after Timed Qualifying , Heat(s) and the Final; and
- 2.10.1.2 they will be posted on the official (virtual) notice board and the location details will be provided in the Final Instructions. It is the Competitors responsibility to check the results once posted.
- 2.10.2 All results will be deemed provisional until the conclusion of any 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.

2.12 Awards

- 2.12.1 Trophies, for each class, will be awarded to the highest 3 classified drivers from the Final. Each Class winner will also receive a £50 Teng-Tools voucher;
- 2.12.1.1 A prize giving ceremony will normally be held within one hour of posting the provisional Final results;
- 2.12.1.2 If a driver is personally not present for the prize giving ceremony, without the Organisers consent, they may forfeit any award; and

- 2.13.3 The winning driver, in each class, will be awarded the GP plate, for 2023.
- i. The **GP Plate** will be awarded to the first classified driver, irrespective of Class.
 - ii. **GP1** will be awarded to the next classified class winner.
 - iii. The third classified class winner will be awarded **GP2** and the class winner of the final class will be awarded **GP3**.
- 2.13.3.1 Should any driver change class for 2023 they will forfeit their GP plate.

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

2.13.7 Title to all Trophies

In the event of any Provisional Results 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.

2.14 Timing

2.14.1 Electronic timing will take place.

2.14.2 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.

2.14.3 It may be possible to hire transponders from the Organisers at a cost of £15.

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

3 JUDICIAL PROCEDURES

3.1 In accordance with Section C of the current Motorsport UK Yearbook, Appendix 1 of these Regulations and any Final Instructions.

3.2 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; and
- (c) in the case of the Competitor being underweight they will be disqualified from that session.

3.3 Race with Respect

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).

3.3.1 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.

3.3.2 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.

3.4 Video

Where available the Organiser will be using CCTV. The footage will be used by the Organiser for judicial purposes.

4 TECHNICAL REGULATIONS

4.1 Classes

The Event is open to the following classes. 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 Regulations and any 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 will be 500mm and the width of its fixing frame will 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 U17.26. 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;
- 4.2.1.7 The scales and check weights provided for Competitors' use are deemed to be correct on the day;

4.2.1.8 Noise is a particular concern at any venue, and noise readings will be taken during the meeting;

4.2.1.8.1 any kart exceeding the class limit will be shown the mechanical flag and must leave the circuit and remain in parc ferme until permitted to leave;

4.2.1.8.2 engines must not be run outside the times which will be detailed in the Final Instructions.

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 nominated tyres may be used which must be purchased from the nominated supplier:

[Hoosier](#) – R60A / 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/British Superkart Grand Prix race number which will be used to validate the tyres at scrutineering.

4.4.2 With the exception of Division 1 no more than three sets of slicks and three set of wets may be registered for the Meeting before the start of Timed Qualifying:

- i. only one new set of slicks and one new set of wets may be registered; and
- ii. 2022 British Superkart Championship drivers may register two sets of slicks and two sets of wets previously marked and used 2022 Championship tyres; or
- iii. any non-Championship drivers may register two sets of previously used sets of slicks and wets

4.4.2.1 Division 1 may register no more than four sets of slicks and four set of wets for the Meeting before the start of Timed Qualifying:

- i. only two new sets of slicks and two new sets of wets may be registered; and
- ii. 2022 British Superkart Championship drivers may register two sets of slicks and two sets of wets previously marked and used 2022 Championship tyres; or
- iii. any non-Championship drivers may register two sets of previously used sets of slicks and wets

4.4.2.2 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.

4.4.2.3 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;
- 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.

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; and
 - 4.7.1.2 all fuel cans must be removed from the venue by the Competitor when vacating at the conclusion of the Event.

- (i) Failure to do so will be treated as an environmental breach and subject to disciplinary action.

- 4.7.2 The Eligibility Scrutineer may request at any time during the meeting that a Competitors 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 and the Competitor shall settle any invoice delivered within 14 calendar days of the date of the invoice.
- 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 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 is considered a breach of C1.1.13 and may result in licence suspension by Motorsport UK.

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 Event and/or the sponsors';
 - 5.1.3 take part in promotional activities including prize giving and any press conference; and
 - 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 Race'n'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 venue.
- 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
 - 5.3.1.1 Competitors must move if requested to do so by the Officials or Organising Club.
 - 5.3.2 Only drivers holding a full RTA licence and are insured for the vehicle are permitted to drive within the confines of the facility; and
 - 5.3.2.1 breaches may lead to a penalty, up to and including disqualification from the circuit.
 - 5.3.3 Paddock speed limit is 10mph.
 - 5.3.4 All generators must be switched off by 11pm and not switch on again until 7am.
 - 5.3.5 Any driver or persons connected with a driver found to have caused damage to any property or the surrounding areas, or on the circuit, will be banned from the circuit and may be disqualified from the Event. This also applies to anyone trespassing on surrounding areas
- 5.4 All Organiser and Official Instructions must be adhered to at all times.

6. Contacts:

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

BRSCC - paul@brscc.co.uk

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 website](#)

Venue

[Donington Park](#)

Published

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.