



## FINAL INSTRUCTIONS and Additional Supplementary Regulations

### MSA BRITISH SUPERKART GRAND PRIX

Venue Cadwell Park Date July 18/19/20th



1. SIGNING ON - Will take place in the Paddock Office from 16.00 to 19.00 on Friday July 18<sup>th</sup>  
07.30 to 08.30 on Saturday July 19<sup>th</sup>
2. SCRUTINEERING - Will take place in the Scrutineering Bay at the same times as Signing On
3. PRACTICE/QUALIFYING - Each competitor will get an untimed practice and a timed qualifier on Saturday Morning  
3 laps minimum must be completed to qualify for racing. See timetable for details. Watch out for the announcements.
4. TYRE MARKING - Applicable to the MSA British Championship for F250 National only on Saturday (qualifying + 2 races)
5. BRIEFING - The briefing will take place in the Clubhouse which is next to the assembly area as follows :-  
Formula 250N, F125 Open, F125ICC & F210 National - 08.15 on Saturday  
Division 1 & 2 Superkarts - 08.30 on Saturday
6. RACE - Remember to allow enough time to get to the dummy grid. It is very important that you listen to the paddock announcements as these times may be brought forward if all goes well.
7. ALL drivers must achieve a lap time of 120% of their class best in both timed practice and racing, unless the clerk of the course is satisfied as to extenuating circumstances.
8. TRANSPONDERS - It is a requirement that all karts must have a transponder fitted and working at ALL times when the vehicle is on the track. Failure to do so may result in the driver not receiving a time or recorded as a race finisher
9. FINISH - On taking the finish flag karts will proceed around on a slow down lap and come into the paddock. All karts must report to the scrutineering bay/parc ferme
10. PARC FERME - At the end of each race, the route between the finishing line/flag and the entrance to the parc ferme/ scrutineering area will be under Parc Ferme rules K81. All drivers must return to Parc Ferme even if they fail to finish the race and come in on the recovery truck.
11. GRID JUMPING - Penalties will be awarded based on MSA Regulation C(d)6 , 13 & 14. Transponder signals will be used to monitor your position over the start line
12. ENGINES - Must be started before you reach the circuit. You CANNOT be pushed onto the circuit.
13. WEIGH IN - All drivers must present themselves for weighing after each practice and race. During qualifying the scales will be situated at the head of the pit lane. Drivers must present themselves for weighing every time they enter the pit lane during qualifying-. This includes drivers brought back on the recovery vehicle. The "scales of the day" will be used for all weight calculations. The results will not stand if you do not get weighed.
14. NOISE - Static tests will be carried out in line with the regulations in each of the BSA class Championships.  
In order to reduce the noise, efficient exhaust silencers are compulsory. The noise limit in force is 102 dB/a (105 in Div. 1) 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 5500 rpm (7000 in F125 & Div. 1) Your co-operation with this process will be much appreciated.
15. TYRES - As Championship Regulations on Saturday. Open tyres on Sunday
16. REAR LIGHTS must be fitted and operative at all times during scrutineering, practise and racing. 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. CIK/ MSA registered lights are mandatory.
17. TRANSPONDERS - Will be used for this event.
18. GRID FORMATION - The grid formation will be limited to 40 karts
19. MIXED GRIDS - Points can only be allocated in the Championships when the drivers registered for a particular series start together. If the grids are split then a driver must start with the class he wants to score points with.
20. 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.
21. PADDOCK SPACE - Paddock areas may be very full so please park neatly and economically in the area that has been designated for karts. Your help with this will be appreciated. Please respect other peoples rights.
21. FUEL TESTING - Fuel Comparison testing may be carried out as per MSA Regulations A86, A87 & A88.  
At least 1 litre of fuel must be left in the tank at the end of a race for fuel testing. Costs incurred for testing fuel as a result of a failed fuel sample will be payable by the driver concerned. The samples will be sent to the Carless test facility after the event and the results issued as soon as possible after. The judge of fact with regard to fuel will be Mr Mike Kanssen of Petrochem Carless. Random tests will be taken. DO NOT MIX FUELS AS IT WILL FAIL THE TEST  
FUEL - Hyperflo 250 (102 octane) for Div. 1 & 2. Hyperflo Kart (100 octane) for F250 National & F125 Open.  
F210 National and F125 ICC to MSA Regulations
22. FIRE EXTINGUISHERS - Drivers must have present at race meetings a fire extinguisher to BSEN3 standard with a minimum 55B rating. Fire extinguishers must be kept in the competitors pit space.
23. Alcohol & Drugs - The organisers may at their discretion exclude before, during or after practice or competition, any driver considered as possibly unfit by reason of health, consumption of alcohol or prohibited substances, and with the exception of road sections of rallies or trials, exclude any driver found smoking whilst participating in the event.
24. No racing engine may be run before 09.00 on the Circuit and 08.30 in the paddock
25. QUALIFYING PRACTICE - The Qualifying practice session will be timed.
26. PUBLIC ADDRESS - Please listen to the paddock announcements calling you for practice and racing

NUISANCE - Although you are most welcome to camp and park your motor home in the paddock area please have due consideration to others and keep your noise down after dark as others may wish to sleep.

**We would appreciate it if you could curtail any excessive noise by midnight please and remember that you will be racing the following day so Drink and Driving do not mix**

**START PRECEDURE** - Starts will be moving 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 assemble area. The pace car will pull off into the pit lane, leaving the karts to continue to the start line and the lights. 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 **AND BE RESPONSIBLE FOR THE APPROACH SPEED**. An imaginary line across the circuit will be marked using two cones one each side of the circuit. These will be situated 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 GOING OUT OF THE RED LIGHTS**

#### **EVENT FORMAT**

Practice

All classes will have a non qualifying practice session followed by a qualifying practice session on Saturday morning.

#### Qualifying Heats

Each driver will take part in two qualifying heats for which points will be awarded as follows:-

1<sup>st</sup> – 0, 2<sup>nd</sup> – 2, 3<sup>rd</sup> – 3, 4<sup>th</sup> – 4, 5<sup>th</sup> – 5 and so on. Non finishers and non-starters will be awarded the number of points equivalent to the number of karts entered in that particular class but not more than Forty (40).

The grid for both of the qualifying heats in each class will be decided by the fastest single time from the qualifying practice session. Qualifying races will be of 7 laps duration

Second Chance Heats (see note below if required)

Will be of 6 laps duration

Pre-Final

The points scored in both qualifying heats will be added together with the lowest total setting pole in the pre-final.

Any ties will be decided by the best qualifying practice times.

Pre-final races for Division 1 & 2 Superkarts will be of 14 laps duration

For all other classes the Pre-final races will be of 10 laps duration

MSA British Grand Prix Finals

The result of the pre-final will decide the grid positions for the Grand Prix Race (final)

The Grand Prix's for F250 National, F125 Open, F125 ICC will be of 12 laps duration.

The Grand Prix's for F210 National will be of 10 laps duration.

The Grand Prix's for Division 1 & 2 Superkarts will be of 14 laps duration

Division 1 Superkart and F250 National

Should the entry list in these classes exceed forty then the driver list will be divided into A,B & C groups who will then compete against each other during three races. A.v.B, B.v C & A.v.C for points. These points will then decide the grid positions for the Pre- final. The fastest driver in qualifying practice will go to group A, second fastest to Group B and third fastest to group C and so on.

When the entry list exceeds forty (40) it will be necessary to hold a Second Chance Heat. In this instance the top 30 points scorers from the qualifying heats will go direct to the pre-final and the rest will progress via a second chance race where the top ten will go to the pre-final. The grid for the pre-final will be formed by the top thirty points scorers at the front followed by the order of finishing the second chance heat.

The Qualifying races on Saturday will be counting rounds of the MSA British Championships and BSA National Championships. They will also be counting rounds of the Gearbox Masters for F250 National and F125 ICC  
The pre-final and final of the Division 1 & 2 Superkarts will be counting rounds of the International Superracekart Series

We will be running a raffle, the proceeds from which will be going to the Marie Curie Charity. If any of you would like to contribute a prize for the draw we would be very grateful indeed. If you prize is not possible then please buy a ticket.

There will also be a tyre draw. The number of sets which can be won will depend on the number of tickets sold. Nominally its one set per twenty tickets sold so the odds are pretty good. Tickets will cost £5 each.

The Saturday Awards ceremony will be in the clubhouse at approx 20.30

The Sunday Awards ceremony will be in the clubhouse approx. 45 minutes after the last race

There is a track day taking place at the Circuit on Thursday so access to the paddock areas will be restricted until after 17.30. Arriving on Thursday is not a problem but setting up in the paddock may not be possible until after 17.30.

**WE ALL WANT AN ENJOYABLE AND ABOVE ALL SAFE EVENT SO WE WILL DEMAND NOTHING LESS THAN TOTAL RESPECT FOR YOUR FELLOW DRIVERS & OFFICIALS OF THE MEETING, BOTH ON AND OFF THE CIRCUIT PLEASE.**

**GOOD LUCK: Enjoy your days racing at Cadwell Park and BE SAFE.**

**John Osborne/Terry Bateman**

## **SAFETY**

### **Driving - Pit, Paddock and Race Circuit**

#### **Discipline and Respect for your fellow competitor is everything**

Maintain the “racing line” and do not change direction violently unless in an emergency. Remember your actions could cause a collision if not done sensibly with due respect for others.

Maintain your “racing line” when being overtaken. It is the responsibility of the overtaker to carry out the manoeuvre correctly and safely

Do not try to win the race on the first corner. The starts are very crowded times and potentially the most dangerous time of a race.

A 10 mph speed limit should be observed in all public areas, including paddocks and service roads at all of the venues. This applies to all vehicles, including moped and motorcycles, with the exception of emergency vehicles attending an incident.

Persons riding mopeds and motorcycles up to a capacity of 125cc must have a current UK provisional driving licence or its international equivalent.

Persons riding motorcycles with a capacity of greater than 125cc must have a current full UK motorcycle licence or its international equivalent.

Any motorcycle, moped, scooter or other such bike/trike/quad must be ridden with all due care, the rider must have an appropriate safety helmet, and the vehicle must be road-legal, taxed and insured. There will be no access outside the Paddock Area.

All vehicles must at all times keep to the marked roads when moving around the Venue.

#### **Storage and Use of Petroleum Spirit**

All petroleum spirit must be stored in metal or plastic containers complying with the relevant British Standard, away from any source of ignition.

All containers must be indelibly marked “Petroleum Spirit - Highly Flammable.”

All empty containers must be removed from the Venue after the Event.

All vehicle re-fuelling is to take place in the open air. A no smoking ban must be enforced by the person in charge of the re-fuelling process.

Petrol is to be used as a fuel only, and not for any other purpose

Your attention is drawn to the Petroleum (Consolidation) Act 1928, and the Petroleum Spirit (Motor Vehicles) regulations 1929.

#### **Electrical Safety**

All electrical equipment must be maintained in a safe condition.

Electrical equipment and hand tools should not be used in areas where flammable vapours may be present, for example where fuel is being stored or re-fuelling is taking place.

All electrical equipment to be used externally should be weatherproof

Where any person is at work the requirements of the Electricity at Work Regulations 1989 must be complied with.

#### **Fire Precautions**

Smoking is prohibited in all pit garages and in the pit lane.

All potential sources of ignition should be kept away from petroleum spirit and vapours.

All teams should carry a suitable fire extinguisher in accordance with the relevant Governing Body's regulations.

**Compressed Gas Equipment**

Air blasts from the over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers' recommendations.

All airlines should be in good condition and be inspected regularly.

Always stand clear when inflating tyres.

**General Working Practices**

All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.

All spillages should be cleaned up immediately.

All trailing wires and hoses should not be allowed to create a trip hazard

Whenever vehicle engines are being run, adequate ventilation must be ensured.

All safety notices must be complied with.

Any person carrying out any work must ensure that they adopt safe working practices at all times, and comply with any relevant statutory provision and/or published guidance.

**Public Safety**

Competitors and entrants should be aware that the Paddock may be open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.

Competitors and entrants should exercise particular caution when the paddock is busy, and during pits and track walkabouts.

**Governing Body Regulations**

Competitors and entrants are reminded of their obligations to comply with the requirements of the appropriate Governing Body's regulations at all times should be read in conjunction with all other relevant regulations

**First Aid**

Any person sustaining an injury or feeling unwell should seek treatment from the on site emergency services.

To call the first aid or emergency services contact any official or member of the venue management