

2020 KART RACE CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS

2020 – FP4 Four Stroke Championship

1. SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction:

The FP4 Four Stroke Championship is organised and administered by FP4 Kart Club in accordance with the Motorsport UK General Regulations (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK
Championship Permit No.

Status: Kart Clubman

Motorsport UK
Championship Grade

D Type

1.2 Officials

1.2.1 Co-ordinator: Mr Ian Fisher, FP4 Committee

1.2.2 Eligibility Scrutineer: Mr Tim Cooke

1.2.3 Championship Stewards: Mr Mark Davies, Mr Rob Teague, Mr Kevin Mathers & Mr Ian Fisher

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the FP4 Kart Club and be in possession of a valid Motorsport UK Entrants Licence. 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.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the FP4 Kart Club, be Registered for the Championship and be in possession of valid Competition Kart Clubman Licence, as a minimum.

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 his/her school in order to fulfil registration for the Championship.

1.3.3 A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and receiving financial gain where the principal is not also the PG Entrant licence holder. This includes the use of team names, team sticker kits and team race suits/clothing:.

1.3.3.1 The Team will:

- (a) hold a Motorsport UK Entrant licence;
- (b) have at least £2 million Public Liability Insurance;
- (c) uphold the values of the Race'n'Respect Code;
- (d) act in a professional manner;
- (e) adhere to the Motorsport UK Safeguarding Policy;
- (f) attend all Drivers Briefings; and
- (g) nominate one member of the Team as the Team Representative at each meeting.

1.3.3.2 It is recommended the Team has:

- (a) a designated team member as an L2 qualified coach;
- (b) a designated UKAD Certified Advisor.
- (c) be responsible for carrying out and documenting a risk assessment of their activities

1.3.4 All necessary documentation must be presented for checking at all rounds when signing on.

1.4 Registration:

1.4.1 Registration for FP4 Four Stroke Championship is automatic when membership is accepted to the FP4 Kart Club.

1.4.2 To register an entry for a round, a member should send the entry to the club secretary and entry fee paid to FP4 bank account. The fee for each round is £60.00

1.4.3 Closing date for each round is 9 days prior to the race date. After this date, the club can accept late entries with an additional late entry fee of £5.00

1.5 Championship Rounds:

1.5.1 Championship Rounds 2020

<u>Venue</u>	<u>Date</u>
Clay Pigeon Kart Circuit	8 March 2020
Rissington Kart Circuit	5 April 2020
Camberley Kart Circuit	25 April 2020
Mansell Raceway	24 May 2020
Bayford Meadows Kart Club	21 June 2020
Rissington Kart Circuit	2 August 2020
Lydd	30 August 2020
Camberley Kart Circuit	26 September 2020
Mansell Raceway	25 October 2020

1.6 Scoring:

1.6.1 Championship Points will be awarded for the finishing position achieved in the heats and the final at each round.

Points for the heats will be awarded as follows: 1st 30 points, 2nd 28 points, 3rd 26 points, 4th 25 points, 5th 24 points, 6th 23 points, 7th 22 points, 8th 21 points, 9th 20 points, 10th 19 points, 11th 18 points, 12th 17 points, 13th 16 points, 14th 15 points, 15th 14 points, 16th 13 points, 17th 12 points, 18th 11 points, 19th 10 points, 20th 9 points, 21st 8 points, 22nd 7 points, 23rd 6 points, 24th 5 points, 25th 4 points, 26th 3 points, 27th 2 points, 28th 1 point, 29th 1 point, 30th 1 point.

Points for the final will be awarded as follows: 1st 40 points, 2nd 35 points, 3rd 31 points, 4th 28 points, 5th 26 points, 6th 25 points, 7th 24

points, 8th 23 points, 9th 22 points, 10th 21 points, 11th 20 points, 12th 19 points, 13th 18 points, 14th 17 points, 15th 16 points, 16th 15 points, 17th 14 points, 18th 13 points, 19th 12 points, 20th 11 points, 21st 10 points, 22nd 9 points, 23rd 8 points, 24th 7 points, 25th 6 points, 26th 5 points, 27th 4 points, 28th 3 points, 29th 2 points, 30th 1 point.

1.6.2 A driver may count a maximum of six out of the eight qualifying rounds in the Club Championship points total. (see also 1.6.3 Here-of)

1.6.3 Should it be necessary for any championship races to be cancelled for whatever reason, then the championship will consist of however many rounds are run with a driver counting all scores less one.

1.6.4 In the event of a points tie after the final round, the position will be determined by the competitor with the highest number of first places in finals, then successively descending positions will be used to decide the Winner. If this still results in a tie the results from the last round will be used to determine the final championship positions.

1.6.5 Event Penalties: Should any driver be totally excluded from a meeting for any reason they cannot drop that round, it will count as one of their total results. Motorsport UK general regulation C3.5.1 a&b will apply

1.7 AWARDS

1.7.1 Awards will be made at each round, according to the ratio used by the hosting venue. (Expected to be at a ratio of 1 trophy per 5 entries in each class).

1.7.2 Championship trophies will be presented at a date and venue, which will be advised later. Trophies will be awarded for 1st, 2nd & 3rd places in each class.

1.7.3 Championship and round awards will be restricted to cups and trophies; no bonuses or prize money will be offered.

2.0 SPORTING REGULATIONS-JUDICIAL PROCEDURES

2.1 ROUNDS

2.1.1 All judicial procedures will be in accordance with Section C of the current Motorsport UK Yearbook CIK-FIA Judicial Trial and the table of mandatory penalties as appended to these regulations.

2.2 CHAMPIONSHIP

2.2.1 All judicial procedures will be in accordance with Section C of the current Motorsport UK Yearbook, CIK-FIA Judicial Trial and the table of mandatory penalties as appended to these regulations.

2.2.2 In the matter of points allocation a protest must be lodged (all in accordance with the Motorsport UK General Regulations C6.5) in writing to the championship Co-ordinator within seven days of publication.

2.2.3 Appeals must be made in accordance with the Motorsport UK General Regulations

2.3 By registering for the Championship all competitors, and their associates, commit to the Motorsport UK Race 'n' Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations.

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

2.3.2. 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 Club Safeguarding Officer and/or Motorsport UK. The Motorsport UK Safeguarding policy, guidance

documents including reporting mechanisms are available on the Motorsport UK website.

3.0 TECHNICAL REGULATIONS

3.1 All karts must comply with the current Motorsport UK Yearbook Regulations, Technical and Safety Requirements.

3.2 Club Championships will be for the following classes:

Class: Kart Clubman (World Formula)

Class: Kart Clubman (Honda Senior)

3.2.1 Kart Clubman (World Formula). Complying with Motorsport UK Kart Clubman regulations and World Formula Specifics, as published on the Motorsport UK website. (Attached in Appendix 3)

3.2.2 Kart Clubman (Honda Senior). Complying with Motorsport UK Kart Clubman regulations and Honda Senior Specifics, as published on the Motorsport UK website. With the following variations and additions:

3.2.2.1 Tyres.

Dry: Duro (Highline) Front 10 x 4.5 x 5, Rear 11 x 7.1 x 5

Wet: Vega W2 Front 10 x 4.2 x 5, Rear 11 x 6.0 x 5

Or

Mojo W2 Front 10 x 4.2 x 5, Rear 11 x 6.0 x 5

(Mojo being the replacement due to Vega ceasing W2 tyre production)

3.2.2.2 Weight. Class weights as detailed below:

Total Weight	Driver minimum Weight
180kg	-
200kg	80kg

Driver minimum weight is with full racewear as per U17.29.6 (helmet, racesuit, gloves and boots only).

Appendix 1

Karting Penalties



APPENDIX 1

Summary of Penalties – CIK Trial

You should refer to the Motorsport UK Year Book or Karting UK Year Book as appropriate for the exact wording of the rule detailed below. There is no route for appealing a Stewards Decision. The breaches and penalties below does not restrict the Stewards from imposing further penalties, in accordance with the general regulations, if they deem the incident justifies it.

INFRINGEMENT / DESCRIPTION	PENALTY
(C)2.3.2.	Gaining an Unfair Advantage
	5 seconds
(C)1.1.5.	Driving in a manner incompatible with general safety (Possible 30-day licence suspension and referral to Motorsport UK)
	10 seconds, Race or Meeting disqualification
(C)1.1.6.	Contravention of flag signal <u>before or after Race</u> - % Black/Yellow / Yellow
	5 seconds
(C)1.1.6.	Contravention of flag signal <u>during Race</u> - % Black/Yellow / Yellow
	10 seconds
(C)1.1.6.	Contravention of flag signal - Ignore Technical Flag Twice
	Black Flag
(C)1.1.6.	Contravention of flag signal - Black Flag (ignored more than once)
	Race or Meeting Disqualification
(C)1.1.9.	Abusive Language, Behaviour or Assault - (licence penalty points imposed) - Possible 30-day licence suspension and referral to Motorsport UK
	Race or Meeting Disqualification (4 or 6 points)
(H)33.1.3.	Failure to attend Drivers' Briefing
	Fine of £50
(H)33.1.4.	Failure to obey an Official of the Meeting
	Race or Meeting Disqualification (4 or 6 points)
(C)3.1.1.	Scrutineer Non-Compliance Report, vehicle or component ineligible
	Race or Meeting Disqualification
(U)17.29	Underweight
	Race Disqualification
(U)8.1.	Failure to report to Scrutineering
	Race or Meeting Disqualification
(C)2.3.4/(U)17.5.5	Incorrectly positioned front fairing - race
	5 Seconds penalty
	Incorrectly positioned front fairing - TQ
	Deletion of fastest time
(U)17.5.5	Attempting to tamper with or reattach the front fairing during race / timed qualifying
	Race Disqualification
	Intentionally reattaching the front fairing after chequered flag
	Meeting Disqualification & Consideration of Referral to Motorsport UK

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Stewards issuing further penalties against other breaches of regulations as defined in (C)2.1.

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Appendix 2



RACE 'N' RESPECT



THE VALUES

- Respect
- Fair play
- Self-control
- Good
- Sincerity

THE COMPETITOR'S COMMITMENTS

I WILL

Race for enjoyment
Try my best at all times
Race fairly
Be polite and treat everyone with respect
Not show off if I win
Not get upset if I don't win

THE VOLUNTEER OFFICIALS AND ORGANISERS' COMMITMENTS

I WILL

Recognise that there are different groups within the racing family and treat them appropriately
Create a welcoming, friendly and safe environment for everyone
Treat every competitor fairly and encourage others to do so
Recognise that as a representative of the sport, I have a duty to be polite and treat racers, volunteers and supporters with respect

THE PARENT'S & GUARDIAN'S COMMITMENTS

I WILL

Encourage my young driver to have fun and enjoy racing
Not put pressure on my young driver to take part
Not impose my own ambitions on my young driver
Not expect my young driver to win and recognise that the benefits of junior racing lie in the skill acquisition and not about winning events and championships
Not criticise my young driver when they make mistakes
Never encourage my young driver to break or bend the rules
Respect other competitors and their families and applaud their success
Respect the decisions of the officials at all times

THE TEAMS' COMMITMENTS

WE

Accept that racing is primarily about enjoyment
Will not put pressure on young racers to achieve results
Will recognise that junior racing is about skill acquisition, not about winning events and championships
Will never speak or behave inappropriately
Will encourage all racers to respect the rules and the authority of the officials
Will never encourage a racer to break or bend the rules, nor to drive in a manner that could cause injury to themselves or others
Recognise that this is not Formula 1

Appendix 3

World Formula Regulations

Kart Clubman Senior (World Formula) Complying with Motorsport UK Kart Clubman regulations with the following variations and additions:

KC1.5 Engine. The only eligible engine permitted is the CIK homologated Briggs & Stratton World Formula engine.

KC.1.5.2 Engine Modifications: The engine and its ancillaries may not be modified in any way except as stated here. The starter motor and battery are optional fitments. If the starter motor is fitted then the Briggs & Stratton third support bracket is mandatory. If the starter motor is removed then it is mandatory to fit a blanking plate.

The importer may exercise the right to inspect any engine and to test its power output. Any engine found to be modified will have its Log Book confiscated. The engine will be returned to the owner who will be invoiced for the work done. This engine will no longer be eligible for competition use.

Engine to be used with airbox, carburettor and ignition system supplied by the manufacturer.

It is permitted to replace the ignition magneto with Briggs & Stratton part number 555681, which limits the rpm to 12,000.

The replacement of external fasteners with non-Briggs & Stratton parts is permitted so long as they are compatible and do not compromise safety or increase performance. Fasteners may be drilled and lock-wired. The use of helicoil or inserts to repair damaged threads is permitted.

Bore and stroke must remain as standard, subject to manufacturer's tolerances. Any over-boring of the cylinder must be completed using only original Briggs and Stratton parts (up to 0.30")

Carburettor jets are free and the needle position may be changed. Position and method of mounting the battery, wiring loom, exhaust system and fuel pump are free providing they are securely fixed to the satisfaction of the meeting's scrutineers and in accordance with MSA Regulations.

The organisers reserve the right to remove an engine or its ancillary components, in order to check its compliance with the regulations.

KC1.5.3 Exhaust and Inlet: The airbox supplied with the World Formula engine must be unmodified and used with its original supplied filter in place.

Any silencer type including 2 stroke, TKM and RLV that conform to the noise regulations published by the MSA or conform to any local club regulations. Effective exhaust and induction muffling is mandatory on all karts so that the sound level regulations contained in MSA Blue Book 16.15.4 to 16.15.5 and 16.16.6 to 16.16.10 are respected.

It is permissible to weld tags to the exhaust primarily for the purpose of supporting a heat shield.

KC1.5.4 Transmission. Direct from engine to axle via a single length of 219 chain. The clutch supplied with the engine (Titan) or the replacement (Maxtorque) can be used, with its standard, unmodified components. Optional sprockets of 16, 17 and 18 tooth are permitted. Gearing is open up to the limits issued by the club for each individual track. This is to avoid over-revving. Drivers must make their sprocket sizes available for easy inspection on race days.

KC1.6 Tyres.

SLICKS: Duro Highline Front 10 x 4.5 x 5, Rear 11 x 7.1 x 5

WETS: Vega W2 Front 10 x 4.2 x 5, Rear 11 x 6.0 x 5

Or

Mojo W2 Front 10 x 4.2 x 5, Rear 11 x 6.0 x 5

(Mojo being the replacement due to Vega ceasing W2 tyre production)

Tyres must be fitted to run in the correct direction of rotation, as indicated by the arrow on the tyres. For the avoidance of doubt, tyres can be new or used.

KC1.7 Weight. Minimum race weight of 165 kg including driver at all times.

Appendix 4

FP4 Gearing

Blue Coil - Gearing Table

<u>FP4 Karting Gearing (Blue Coil)</u>	165 KG Minimum	
<u>Track</u>	<u>16 Tooth</u>	<u>17 Tooth</u>
Rissington Kart Circuit	72	77
Mansell Raceway	74	79
Bayford Meadows Kart Club	76	81
Lydd Kart Circuit	69	74
Camberley Kart Circuit	76	81
Clay Pigeon Kart Circuit	68	73
Thrupton	76	81
Forest Edge	73	78

1 Tooth may be added per 7 kg over the minimum 165kg*

For the avoidance of doubt

172kg minimum weight = 1 extra tooth may be added

179kg minimum weight = 2 extra teeth may be added

*Maximum number of extra teeth is two

The FP4 Committee will monitor the effectiveness of the gearing to ensure fair competition and protect engines from high revs, and reserves the right to change the gearing table and weight to extra tooth gearing regulation.

Red Coil - Gearing

The red coil limits the engine to under 7500 revs and gearing is open and without restriction.