

2017 MSA Bambino Championship Regulations

SPORTING REGULATIONS GENERAL

1. TITLE: The 2017 MSA Bambino Championship

1.1 The championship will be for the MSA Bambino class.

1.2. JURISDICTION

The Championship is organised by the Association of British Kart Clubs (ABkC) and Administered and prompted by Zip Kart Int Ltd (hereinafter referred to as Zip Kart) on behalf of the MSA for the Bambino Championship and ABkC in accordance with the general regulations of the Royal Automobile Club Motor Sports Association. (Incorporating the provisions of the International Sporting Code of the FIA), the MSA specific regulations for karting, where applicable the ABkC regulations, as shown in the MSA Kart Race Yearbook, these Championship regulations and any other final instructions issued by the Championship organisers. It is the competitors' responsibility to ensure they have all these publications and have read them thoroughly.

1.3. OFFICIALS

1.3.1. Co-ordinator: Mr Dan Parker.

1.3.2. Eligibility Scrutineer/Technical Commissioner: Mr Paul Klaassen

1.3.3. Championship Stewards: Mr Graham Smith, Mr Steve Chapman, Mr Chris Pullman

1.4 REGISTRATION & COMPETITOR ELIGIBILITY

1.4.1. Entrants must be fully paid up valid membership holding members of an MSA Kart Club and in Possession of a valid 2017 MSA Entrants Licence. Competitors must be accompanied by the HOLDER of a Kart PG Entrant's licence who MUST sign on as Entrant of that competitor. 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. A PG Entrant Licence must be produced in accordance with U.14.1.5 if the driver is a minor.

1.4.2. Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of an MSA Kart Club

1.4.3. All competitors for the championship must register by returning the registration form with the registration fee to the Coordinator or by registering on-line by April 1st 2017. The Championship organisers, however, reserve the right to accept entries after the closing date. To be registered for the championship competitors must be fully paid up and valid membership card holding members of a MSA kart club as above. The registration fee is £375.00 made payable to Zip Kart/Silverstone kart club. This includes one set of MSA Le Cont Tyres for rounds 1, 2, 3 and 4. Registrations after round 4 will cost £275.00 and will include a set of Le Cont MSA Bambino tyres.

1.4.4. By registering for the Championship all competitors, and their associates, commit to the MSA Race 'n' Respect campaign and agree to positively promote and demonstrate the Karting Code, which is appended to these regulations. Transgressions will be reported to the Championship Stewards and entrants are liable to penalty by the Championship Stewards including championship points deductions and up to exclusion from the event or series. This is over and above any penalty issued at the event. Competitors and Parents should be aware of the code and have their Race and Respect wrist bands on at all MSA Bambino meetings.

1.4.5. All necessary documentation must be presented for checking at all rounds when signing on. Driver and competitor details will be held on a Zip Kart Database and will be subject to the provisions of the Data Protection Act 1998.

1.4.6. Registration numbers, which will be between 11 and 99, unless the competitor has been awarded a number 0-10 in the 2016 MSA Bambino Championship, any competitors that have a seeded number may use this number at any MSA Bambino event in 2017, any numbers will be the permanent competition numbers for the Championship but will always be in accordance with U17.28.1 the numbers must be Orange background with black numbers (see U17.27). The numbers must be of the 'Classic' type described in U17.27.3."

1.4.7. Entries will be accepted from "Guest Drivers" providing there is availability at the meeting. Guest drivers will also need to purchase one set of Le cont MSA Bambino tyres from the organiser and a set of MSA Championship numbers, and a Championship restrictor .

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1.4.8. Guest Entry's will be accepted at the normal entry fee and do not have to comply with registration as per 1.4.3 for their first event but must comply with licence conditions as per 1.4.1 and 1.4.2, Any driver wishing to compete in more than one round must pay the normal registration fee. Guest drivers will score meeting points and are eligible for meeting awards. Drivers registering for the Championship after round 4 will be subject to a registration fee of £275.00 which includes one set of Le Cont MSA Bambino tyres and one set of MSA Bambino Championship numbers and sticker sets.

1.4.9. Only registered competitors will score Championship points where they finish in all Time trials on the day as per 1.7.1/2/3/4/5. If a "guest driver" decides to take part in further rounds they will be required to pay the registration fee (1.4.3) and (2.1.6) and will be able to take forward the points accrued at their first meeting as a "guest driver".

1.5. Deleted

1.6. CHAMPIONSHIP ROUNDS

The Championship will be contested over seven meetings each consisting of timed practice (TQ), followed by two timed runs and an a Final Timed Run for each competitor.

The points accrued from the timed practice, timed runs and the final timed run will constitute a round. The meetings will be as follows:

Dates ,Circuits and Clubs

Round 1: April 16th 2017 GYG (Dragon Kart Club)

Round 2 :May 14th 2017 Rowrah (Cumbria Kart club)

Round 3 :June 3-4 2017 Clay Pigeon(Clay Pigeon Kart club)

Round 4 : July 23rd 2017 Fulbeck (Lincs Kart Club)

Round 5 : August 26-27th 2017 Shenington (Shenington Kart Racing Club)

Round 6 : September 17th 2017 Larkhall (West of Scotland Kart Club)

Round 7: October 16th 2017 Buckmore Park (Buckmore Park Kart Club)

1.7. SCORING FOR CHAMPIONSHIPS.

1.7.1. Points will be awarded to competitors listed as classified finishers in the timed qualifying practice, heats and finals as follows:

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1.7.1. Points will be awarded to competitors listed as classified finishers in the timed qualifying practice, heats and finals as follows:

Bambino timed runs: If the A and B Final timed run is not run as per 2.4.1 then the grid positions/classification will be used for Championship points, in this case all timed runs must have been completed. Non-finishers in all timed runs will be given a position according to their recorded lap time. , allocated in heat order if more than one (starters as per regulation 2.5.2). Exclusions will score 0 points. DNS/DNF score points based on number of starters +1 position

1.7.2. The final Championship positions will be determined from the total of a maximum of 6 best scores from 7 rounds. To qualify for a top 10 position in the championship a driver must have competed fully in all rounds (competed fully in all rounds is defined as a driver been present on the grid for all sessions and attempt to start each run), unless written permission is given for absence by the series co-ordinator which would only be given in exceptional extenuating circumstances. Otherwise if they do not compete in all rounds then the final Championship positions will be determined from the total of a maximum of 5 best scores from 6 rounds.

1.7.3. Should any driver be totally excluded from a meeting for any reason they cannot drop those rounds, it will count as one of their 6 results (One 0 points will be included in their 6 best scores)

1.7.4. MSA general regulation C3.5.1 a & b will apply in the event of 1.7.3.

1.7.5. Should a tie result from the total of the 6 best scores, for any position, the discarded 7th highest score will be included. Should a tie still result it will be decided by the number of 1st places gained in A final runs. If still undecided the number of 2nd places in A final runs, then 3rd places and so on until resolved.

1.7.6. In the case of the timed runs not being completed for any reason the following will apply:

1.7.6.1. If a meeting is stopped as per 1.8.5.1. there will be no Championship points given in the class and the Championship total best scores as shown in 1.7.2., will be reduced by 1 best scores.

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1.7.6.2. If a meeting is stopped as per 1.8.5.2. There will be Championship points given for the timed qualifying, timed runs and classification points for the A and B Final.

1.8. SCORING FOR THE INDIVIDUAL MEETINGS

1.8.1. Points will be awarded to all competitors listed as classified finishers in timed qualifying and timed runs. The points will be as follows for the timed runs for the fastest laps in each group.

Position	TQ/Runs	A Final 1	B Final
1	20	40	0 Moves up
2	18	36	0 Moves up
3	16	34	0 Moves up
4	15	33	19
5	14	32	18
6	13	31	17
7	12	30	16
8	11	29	15
9	10	28	14
10	9	27	13
11	8	26	12
12	7	25	11
13	6	24	10
14	5	23	9
15	4	22	8
16	3	21	7
17	2	20	6

1.8.2. From the total of the accumulated points (timed practice plus points from the two Runs), the top 14 drivers with the most points go forward to the grid for the A Final with the driver with the most points first out and so on. The remaining drivers will be similarly classified for the B Final. The top 3 finishers from the B final will move onto the back of the A final in the order of lap time from the B final in order of fastest laps time from the B Final. Ties on points for the classification will be decided on the TQ time with the fastest TQ time having the advantage. Ties (points) in final classification will see the driver with the with the fastest time in the final given the advantage.

1.8.3. Points will be awarded for the timed run relative to the best lap time's achieved in each group. Ties in (points) for finals will be decided by a drivers TQ position then if still tied by fastest lap.

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1.8.4. Ties in (time) timed runs points go to the competitor that did the time first in group. if still tied then on 2nd fastest lap time achieved , if still tied then by 3rd fastest lap and so on. DNS/DNF in timed runs and finals score points based on number of starters +1 position

1.8.5. In the case of a meeting not being completed for any reason the following will apply:

1.8.5.1. If a meeting is stopped prior to the completion of the heats of that class there will be no points or awards given for the meeting. (see 1.7.6.1)

1.8.5.2. If a meeting is stopped after completion of the timed runs the results will be declared on the classification after the timed runs. If the meeting is stopped after the 2nd timed run the results will be declared on the classification following the timed runs but adding the points for the A and B Finals based on the 'grid' classification. In either case the awards and points will be given accordingly. (see 1.7.6.2)

1.8.5.3. Any refund of entry fees will only be considered if a meeting is stopped before official practice on Sunday morning has taken place. If a meeting is stopped at any time after official practice has taken place no refunds of entry fees or tyres will be given.

1.9. AWARDS

1.9.1.1. Per meeting: For all competitors there will be trophies and or medals with Podium trophies for the three drivers with the most accumulated points over the meeting, these are Championship awards. In addition there will be trophies for the A Final finishing positions these are NON Championship awards supplied by the host club plus also the top rookie driver (a rookie driver is defined as: A driver who has competed in no more than 5 MSA Bambino events at the time of registering, and/or competed in a 2016 MSA Bambino Championship A final and obtained a top ten position. The Championship organiser may review a drivers rookie status at anytime.

1.9.1.2..Per Meeting : There will be a Rookie or academy cup for the rookie driver with the most accumulated points over the meeting. These are Championship prizes. Guest drivers are eligible for this prize.

1.9.2. Overall Championship. The winner of the Championship will receive a Championship trophy. There will also be a Series Rookie Cup for the highest placed driver awarded to a driver complying with 1.9.1.1 as a rookie.

1.9.3. The top 10 drivers in the 2017 MSA Bambino championship will be awarded their numbers accordingly to use at all MSA meetings until the last round of the 2018 series. Should the average entry for the year in any class be less than 10 only numbers 1 to 5 will be awarded, in which case numbers 6 to 10 are not permitted to be used

1.9.4. The top 5 from the 2017 Championship will not have to pre-qualify for the 2018 Championship, if qualification is necessary and provided the same class runs in 2017.

1.9.5. All Championship awards and prizes may be given at a prize presentation, date and venue to be advised not later than December 31st 2017.

1.9.6. All meeting awards and prizes will normally be given at the venues within one hour of the provisional results being posted. In the event of a provisional result not being posted by 6.00pm, the awards will be given at the round following publication of the final results and if the competitor is not present then any awards will be posted.

1.9.7. COMPETITORS' OBLIGATIONS

1.9.7.1. It is mandatory for all drivers and their PG Licence Holder (the "competitor") to attend all drivers' briefings arranged by the Clerk of the Course.

1.9.7.2. In the case of 1.9.6 ALL competitors are obliged to collect their awards personally unless awards delayed and posted. Winning drivers should arrive at the presentation in their race suits which should be zipped up to the top. In the case of 1.9.5 the first three in each class must collect their awards personally; all other competitors must collect their awards personally or nominate a third party to collect their award on their behalf. This third party shall not be a MSA Bambino Championship Official, and shall collect the award at the prize presentation. In all cases awards not collected will be forfeit.

1.9.8. Title to awards. In the event of any provisional result or Championship tables being revised after any provisional presentation and such revisions effect the distribution of any awards competitors concerned must return such awards to the MSA Bambino Championship in good condition within 7 days.

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1.9.9. To provide & ensure a transponder is fitted to your kart as per regulation 3.7.

1.9.10. In order to qualify for both meeting points and championship points each competitor must sign on during the time specified in the meeting programme and comply with 1.7.2

2. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURE

2.1. ENTRIES Supplementary Regulations (SR's) and entry forms will be emailed or available to all registered drivers in sufficient time for entries to be made prior to the closing dates. It is the competitor's responsibility to have read them thoroughly.

2.1.1. Competitors are responsible for sending in correct and complete entries with the correct fee to arrive prior to the closing dates, which will be shown in the final instructions for all Rounds which will be e mailed to all competitors.

2.1.2. Entries will only be acknowledged by request provided a SAE is enclosed with the entry for that purpose.

2.1.3. Only registered competitors, who have paid the registration fee may enter and guests as per 1.4.7

2.1.4. The entry fee is to be paid to the organising club at the rate specified for the MSA Bambino meeting. The entry fee includes Saturday practice. Where Friday practice is offered then this will be charged separately by the host club.

2.1.5. The Championship Organisers reserve the right to refuse any competitor or entrant to enter any particular meeting if the competitor owes any money to Zip Kart or other company associated with Zip Kart. The Championship organisers reserve the right to refuse anybody from registering or competing in the Championship or assisting drivers in the championship. if it is thought that they have brought the Sport or Championship into disrepute including any social media comments or posts about the Championship or Bambino Class.

2.1.6 No commercial race companies or racing teams are permitted to host MSA Championship Bambino drivers in providing race services or covered accommodation either in the championship or at the meeting hosting the championship round(s) .A team or commercial company is defined as a group or individual(s) who are hosting the driver to make commercial or financial gain where the principals are not also the PG Entrant license holders of the drivers entered in the championship, this includes the use of team names , team sticker kits and team race suits/ clothing , and exclusive group track walks , Transgressions will be reported to the Championship Stewards and entrants are liable to penalty's by the Championship Stewards including championship points deductions and up to exclusion from the event or series.

2.1.7 - Junior Incident Marshals (Pushers) are not permitted on track.

2.2. **PRACTICE** Official timed qualifying practice will be the minimum period as specified in the MSA Yearbook Regulations, see 2.3.2.1.

2.2.1. ALL competitors, and their equipment, are forbidden to practice or use the circuit in any type of kart on the Monday, Tuesday, Wednesday, Thursday or Friday (unless specified as an official MSA Bambino Championship practice day) prior to the meeting. Any competitor reported or deemed to have done so, by an official of the organising club or Zip Kart, may be excluded from the meeting.

2.2.1.1. Once the kart has entered the dummy grid area the driver/mechanic must position it on to their kart on their grid position or as directed by the grid marshal. Once again it should be emphasized that no adjustments except to tyre pressures (additional air cannot be added) will be allowed on the dummy grid. Any infringement of this rule will result in the competitor not being allowed to compete in the timed run or will be placed at the rear of the grid for time trial or face a time penalty to their fastest time. Should a competitor wish to make further adjustments then he may return to the Pre-Race assembly area (if it is not closed), but will then be subject to the rules as detailed in 2.2.1.1 above. Once the timed practice/run is ready to start the karts will come under starters' orders and be released on to the circuit at timed intervals as directed by the grid official. The practice of lifting the kart up and revving it is strictly prohibited.

2.2.1.2. At the end of the timed practice / timed run the karts will be directed into Parc Ferme as detailed in 2.7.3 - 2.7.7 below.

2.2.1.3. Any driver/mechanic impeding another competitor in any part of phase 2.2.4.1 or 2.2.4.2 will be reported to the Clerk of Course who will hold a hearing and may impose an appropriate penalty. It should be

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noted that any change to the timetable that arises for whatever reason will be advised to the competitors by official bulletin and or PA System.

2.3. GRID POSITIONS

- 2.3.1. The maximum grid will not exceed the track licence maximum for Bambino a max of 17 per group
- 2.3.2. The grid positions for the Runs 1 and 2 will be decided by the timed practice results, see 2.3.2.7. The starting order for the A and B Final runs will be taken from the points gained in timed practice plus Runs 1 and 2.
- 2.3.2.1. Timed practice will be for a min of 5 minute session (unless amended by bulletin or PA System or weather conditions) and each driver will take part in one of these sessions.
- 2.3.2.2. The groups for timed practice sessions will be chosen randomly by ballot and then the order in Championship order, following qualifying drivers will be then placed in their qualifying order for the timed runs, drivers will however stay in the random group they are drawn in for timed practice and timed runs, in the case of Round 1 this will be decided by the promoters of the MSA Bambino Championship.
- 2.3.2.3. Each timed practice, run or session will be a minimum of 5, 6 or 7 minutes to be advised by bulletin or official race programme. All drivers in the session will start their timed laps by leaving the dummy grid at approximately 1 second intervals as directed by the grid marshal and may do as many laps as they wish in the period, all these laps will be timed.
Crossing the start line for the first time will register on the timing equipment and will constitute the start of your first lap. All regulations will apply as if the session was a race. Once a driver leaves the circuit and returns to the scrutineering/pits area, their session will finish, and they will not be allowed onto the circuit again.
- 2.3.2.4. On leaving the circuit from the timed practice session, all drivers MUST report to scrutineering and weighing area.
- 2.3.2.5. Any driver missing his/her timed practice will not be allowed to take part in additional class timed practice. It is the driver's responsibility to present themselves and their equipment on the grid for their timed practice at the correct time. No time will be recorded.
- 2.3.2.6. Any driver considered to be baulking or blocking another driver may be penalised. Q.14.4.1 applies. A driver who consistently places their kart on a line that is not that recognised as the racing line, in an effort to prevent being overtaken or slow other drivers, may be warned as to their unsporting conduct and should they continue they may be given a penalty. Lap times may be taken into consideration.
- 2.3.2.7. The timed practice results order will decide the grid positions for the timed runs for each group. Each driver's quickest single lap only to count. The competitor with the quickest lap time in each group takes pole position on the grid for their group in both the timed run 1 and run 2. alternating until last place from timed practice order. In case of a tie in time the second lap will be taken to resolve the tie and then the third lap etc.
- 2.3.2.8. The timed practice session has a similar status as a timed run and therefore Championship Regulation 5.1.1 will apply. Similarly, because of this status the Regulation C3.3 in the 2017 MSA Yearbook will not apply.

2.4. TIMED RUNS

- 2.4.1. Each driver will have two timed runs a min of 5, 6 or 7 minutes per run to be advised by bulletin. There will be A and B Final Runs of 8, 9 or 10 minutes duration each final run.
- 2.4.2. Timed runs and Finals duration may be reduced in wet weather or unforeseen circumstances and will be announced on the dummy grid accordingly prior to the run. Changes can also be made during competition for safety reasons.

2.5. STARTS

- 2.5.1. Drivers will leave the dummy grid area as directed by the start line marshal and the timed run will start as per 2.3.2
- 2.5.2. To be classified as a starter a driver must leave the dummy grid and cross the start line under his own power when the signal to start is given.

2.6. RACE STOPS

- 2.6.1. Will be as MSA specific karting regulations U7.9 to U7.10.3 inclusive.

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2.6.2. If the competition is re-started, any driver not taking their grid position when requested to do so, shall start from the back of the grid.

2.7. SCRUTINEERING

2.7.1. Pre-competition. Scrutineering will take place on Saturday or Sunday, as per Clubs SR's. Anybody wishing to scrutineer alternative equipment may do so prior to his or her timed practice.

2.7.2. ALL competitors will be given a scrutineering card, which they have SOLE responsibility to fill in correctly and hand to the scrutineer at pre race scrutineering. This card must contain the following information: Drivers name, class and race number. The chassis/chassis's unique number/numbers as MSA U16.5.1, and the chassis manufacturer. Each engine's unique number and the manufacturer and model number and log card, and fuel mix ratio, must be presented to the scrutineer for inspection at this time.

Where MSA seals are used to seal chassis & engines, the seal numbers must be written alongside the individual engine and chassis numbers on the scrutineering card, and must be correct. The card must be signed by the driver and the drivers PG entrant. It is stressed once more that both the completion and handing in of this card is the SOLE responsibility of the competitor.

These cards will be the only method used to check that each competitor is using at all times the equipment declared and presented by him/her at pre race scrutineering.

Paint used at pre race scrutineering is to identify that equipment has passed scrutineering. It is also the competitor's responsibility to ensure that both the chassis and engines are marked in this manner by the scrutineer at pre race scrutineering.

This paint is only a general marking of scrutineered equipment and only the scrutineering card identifies competitor's individual equipment. At any post session or run scrutineering the chassis, engine numbers and any MSA seal numbers must be those stated on the scrutineering card and the chassis and engines must also have the general scrutineering paint in place, if used. The official tyre markings must also be in place on each tyre these may be augmented or replaced by registering the bar code numbers.

Should it be found that the chassis, engines or seals do not comply with the above requirements, or that the tyre markings or bar codes, are missing or incorrect, it will be considered to be a matter of fact for which there will be no appeal. It is the responsibility of the competitor to ensure that a seal or mark is not missing or damaged. No seal can be replaced if the kart has left parc ferme. The Clerk of the Course will hold a hearing and the minimum penalty may be exclusion from that timed run or timed practice session. In the case of the minimum penalty the provisions of C3.5.1 would not apply

2.7.3. Post Event Scrutineering will take place after timed practice, timed runs and final runs and all results are deemed provisional until all karts are released by the Chief Scrutineer, or any person designated to do so in his absence, and/or after completion of any Judicial or Technical procedures, including the testing of fuel, checking of engines and tyres which may take several days.

2.7.4. After timed practice or any timed runs all drivers must go to the Parc Ferme area as per MSA U8.1 & U8.1.1. Any driver and kart directed or requested by an official to go into the weighing/scrutineering area, should not leave this area without the specific permission or instruction of the Series Scrutineer, or any person designated to do so in his absence. In the case of drivers under 18 years of age, we would suggest the entrant satisfy himself or herself that this permission has been given. The minimum penalty for any driver or kart leaving this area without permission will be exclusion from the /timed qualifying or timed run.

2.7.5. No person or persons, other than the driver may enter the weighing/scrutineering area, until instructed to do so by a scrutineer. Failure to comply could result in judicial action being taken against their driver.

2.7.6. Engines or chassis may be sealed at any time, and you may be requested to fit special nuts to your equipment for this purpose. This does not preclude the Scrutineer's right to fully dismantle the engine or components if required.

2.7.7. Any time during the meeting you may be requested by the Chief Scrutineer to remove any component from your engine or kart, which will be sealed and held by the scrutineer, and replace it with a standard homologated unit, that will be given to you by the scrutineer, for use for the remainder of the meeting. The said unit is to be returned in good working order at the finish of the meeting, when your unit will be returned, unless it is impounded by the scrutineer for testing.

2.8. **RESULTS** will be in accordance with the 2017 MSA Yearbook.

3. TECHNICAL REGULATIONS

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3.1. Specific karting technical regulations in Section U, and those contained in the MSA Kart Race Yearbook, including where applicable the ABkC regulations contained in MSA Kart Race Yearbook Appendix 4, and any amendments issued by the MSA or ABkC, will apply with the following Additions or exceptions.

3.2. TYRES

3.2.1. GENERAL One set of MSA Le Cont 04 tyres for rounds 1, 2, 3 and 4 and then another set of MSA Le Cont 04 all weather tyres for round 5, 6 and 7 tyres to be supplied by the Championship organisers (see 3.2.5 below) only these sets will be allowed for the Championship per competitor., plus one extra front and one extra rear of each type per meeting, these extra tyres may only be allowed at the discretion of a scrutineer or Championship official if in his/her opinion either one front or one rear tyre is damaged and un-safe to use. These tyres must be purchased from the Championship organisers. All tyres must be used in the direction that the manufacture intended.

IT IS THE COMPETITOR'S RESPONSIBILITY to make sure that the scrutineer inspects a faulty tyre before the kart leaves the track exit/weighing in area. No extra tyres will be allowed after the kart has left the parc-ferme area. It should be noted that these tyres may not be used during free practice or warm up sessions on Saturday. (unless agreed by the Championship organiser and or COC)

3.2.2 At Round 1 a set of "MSA Le Cont 04 All weather" tyres , will be made available to each competitor entered. These tyres are to be used for Rounds 1, 2, 3 and 4.

For Rounds 5, 6 and 7 a further set of "MSA Le Cont All weather" tyres will be made available to competitors and only that set of tyres must be used for these rounds. Tyres used in Round 1, 2, 3 and 4 are not eligible for use in Rounds 5, 6 and 7.

3.2.3. Tyre Purchase

3.2.3.1. The tyres for the first round and rounds 2,3 and 4 are included in the championship registration fee.

3.2.3.2 At the end of each meeting the competitor will go to the MSA Bambino official and have the tyres sealed (as per the procedure in 3.2.5).

3.2.4. All tyres will be marked (normally by barcode) and every competitor will receive a random set of tyres when replaced as new as per 3.2.2. It is the competitor's responsibility to make sure tyres are marked when issued and that the marks are in place at all times during the meeting (See 2.7.2).

3.2.5. At the end of each round the competitors tyres will sealed and marked in bags by the MSA Bambino official the cost for this is £5.00 per bag used and per round. The competitor will then take the sealed bag away and will present the sealed and marked bag to the MSA Bambino official on the Sunday of the next round. Without it having been tampered with in any way, and if the scrutineer or MSA Bambino official is happy that the bag has not been opened or tampered with in any way, they will open the bag and you will be given your opened bag .You must use this set of tyres at that meeting. If the scrutineer feels the bag has been tampered with, then you will be required to purchase a set of MSA Le cont 04 All weather tyres from Zip Kart for that meeting. The organisers may choose to supply the competitor with a new or used set of tyres commensurate with the expected wear prior to that meeting. This system will continue for the next meeting etc. There will be a charge of £5 at each meeting to seal tyres is in an official tyre bag.

Should the scrutineer feel the tyres or bag have been tampered with then the following will apply :

1st offence reported to the Clerk of the course and 30 Championship points deducted

2nd Offence reported to the Clerk of the course and 40 Championship points deducted

3rd Offence reported to the Clerk of the course and 60 Championship points deducted

Tyres or Bags that are suspected to have been tampered with will be subject to 3.2.10.

Only tyres purchased from Zip Kart and registered for that driver and obtained from within the parc ferme or scrutineering area will be allowed to be used during timed practice and racing.

3.2.6. Competitors must remove all their tyres, litter and fuel cans from each circuit at the end of a meeting. Should any be left behind they will be identified and any charges incurred for their disposal will be reimbursed from the competitor.

3.2.7. Approved tyre compounds will be lodged with the MSA for comparison purposes. Should any dispute over tyres arise, a competitor's tyres may be taken for analysis testing and if proven to be illegal that competitor will pay for the cost of the analysis. At any time tyres may be tested. Should any dispute over tyres arise, a competitor's tyre samples may be taken for analysis D36.1, D36.2, D36.3 and if proven to be ineligible that competitor will pay for the cost of the analysis and all other costs incurred. Any tyre testing done at the circuit is not the definitive test merely an indicator to proceed with tyre analysis, which will be carried out at a MSA, approved laboratory as per U.20 and C.4.3.

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3.2.8. A photo-ionization detector (PID) may be used for testing for chemical treatment of tyres. A reading greater than 2ppm, with the sampling probe within 5mm of any part of the tyre or tread, and where the reading is at least 50% greater than the average readings found on tyres from other competitors in the event, will be deemed evidence of chemical treatment as per MSA Competitors Yearbook regulation U16.9.6 & U16.9.7 and tyres may be further tested as per D36

Any tyre testing done at the circuit is not the definitive test merely an indicator to proceed with tyre analysis, which will be carried out at a MSA, approved laboratory as per D.34

3.2.9. Competitors' control tyres may only be used for 3 laps practice (if offered) and all timed runs and final timed runs and may not be used during practice on Saturday. Unless agreed with the championship organisers and MSA Scrutineers.

3.3. CHASSIS

3.3.1. Competitors will only be allowed one chassis, however if damage occurs to the chassis, which has been scrutineered for the meeting, if in the opinion of the scrutineer it is not practical to repair in time, one alternative chassis of the same make and type may be scrutineered in order to continue the meeting. Only Bambino chassis that are registered with the MSA by 31/4/17 are eligible for use in the 2017 Championship.

3.4. ENGINES

3.4.1. Only two engines are allowed to be scrutineered.

Engines may not be started in the pits or paddock at any circuit and as per MSA regulations U12.7 should a Driver/Entrant wish to start their engine it may only be done in a designated area at a circuit. Due to noise problems some circuits may not have such an area. Any Driver/Entrant starting their engine without the above permission will be reported to the clerk of course who may exclude them from the meeting or penalise them.

3.5. FUEL & FLUID TESTING

The only petrol allowed to be used during racing will be that petrol nominated by the championship organisers from a nominated petrol pump at a designated local service station. MSA regulation C4.1 to C4.2.1 applies. The entrant must obtain a receipt from the designated service station dated no earlier than the Thursday preceding the meeting. The receipt must be shown on request of the Technical Commissioner, the Eligibility Scrutineer or the Chief Scrutineer or the fuel official. The designated pump will be promulgated in Final Instructions and will be marked with sticker.

The only addition to this petrol that is allowed is the addition of Shell Advance Racing M oil (Shell Super M). You will be required to make a written declaration to the scrutineer stating the oil mix ratio that you have used in your petrol on your scrutineering card.

Any fuel testing done at the circuit is not the definitive test merely an indicator to proceed with fuel comparison and/or analysis testing, which will be carried out as per D.34.

Comparison testing of fuel will be carried out after the event by WP Racing (for an MSA approved comparison test as per C4.2) in accordance with D34.3. Three individual samples will be taken and sealed as per D.34.1.4. One sample, selected at random, will be sent to WP Motorsport along with one sealed sample of the control fuel, mixed with the declared oil and ratio, plus one sealed sample of unmixed control fuel. The Eligibility Scrutineer or Technical Commissioner will retain the further samples and sealed samples of the control fuel. Results will remain provisional until the tests and judicial process are complete.

A deposit of £300 will be required towards the cost of the comparison or analysis fuel testing.

If your samples do not conform to your written declaration or are found to be ineligible you will be excluded from the meeting and reported to the MSA and ABkC. If proven to be ineligible that competitor will pay for the cost of the tests and all costs incurred.

A minimum of 350ml is to be available at the end of every timed practice, run or final , to allow for comparison testing and/or analysis of additives (including oil.)

The testing of fluids other than fuel will be carried out by taking three samples, each of equal volume, and labelled and sealed. One sample will be tested by an MSA approved official using approved test equipment in accordance with MSA approved procedures. The principles applied to the testing of fuel samples in D.34. will be followed as appropriate for the testing of such other vehicle fluids.

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Any time during the meeting you may be requested by the Eligibility Scrutineer to replace under supervision the fuel in the kart with fuel that will be given to you by the scrutineer, for use for the remainder of the meeting. The cost of this fuel is to be paid by the competitor prior to their next race.

3.6. **COSTS** Competitors should be aware of MSA regulations D25.1.11., C.1.1.13 and C5.3.3. with reference to costs involved in eligibility checking and note that these regulations will also extend to any tests or checks made on fuel and tyres. Any competitor found to have been using fuel, tyres, or equipment not conforming to these regulations will be subject to any costs involved in carrying out any necessary tests or eligibility procedures.

Failure to pay these costs will result in exclusion from any further championship organised by the ABkC and may result in being excluded from any meeting organised by a club, which is a member of the ABkC.

3.7. **TRANSPONDERS.** All karts must be fitted with a transponder provided by the driver/entrant and must be of the type used by the particular circuit. This must be fitted in accordance with MSA Kart Race Yearbook Appendix 4 Section F.

It is the responsibility of the driver to ensure that the transponder is working correctly, chassis parts or bodywork does not obscure the signal and the battery is sufficiently charged. These transponders will be used for lap scoring and timing and must be in place and working for all official practice and all timed runs. Transponders not fitted or not working will result in the competitor not being lap scored. In this instance the driver maybe shown a mechanical flag and may return to the pit area for fitment of a new transponder.

Note if vertical fitting is not possible as prescribed it may be fitted on the rear of the seat and must be in a vertical position.

4. **JUDICIAL PROCEDURES** and Penalties will be in accordance with the current MSA Yearbook Section C Section C 2017 CIK-FIA Judicial Trial, the MSA Karting Trial Bulletin Appendix 2 and specific penalties shown in these regulations..

4.1.1. **ROUNDS:** In accordance with Section C of the current MSA Yearbook and the 2017 Karting Penalty Stewards (CIK Trial) table of mandatory penalties as appended to these regulations as Appendix 1.

4.1.2. **CHAMPIONSHIP:** In accordance with Section C of the current MSA Yearbook and the 2017 Karting Penalty Stewards (CIK Trial) summary of mandatory penalties as appended to these regulations..

4.1.3. By registering for the championship or competing as a guest all competitors, and their associates, commit to the MSA Race 'n' Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations Appendix 3.

4.1.4 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 MSA.

5. CHAMPIONSHIP AND ROUND PENALTIES

5.1. INFRINGEMENT OF TECHNICAL REGULATIONS

5.1.1. The minimum action resulting from infringement of technical regulations arising from post session scrutineering or Judicial Action will be exclusion from a timed run or timed practice session, and the maximum action will be exclusion from the meeting (plus the provisions of MSA regulations C3.5.1 a & b). This shall not apply in the case of a technical infringement due to an incident during a timed run or final, such as an Air box, exhaust, chain guard etc. falling off. The penalty for these types of infringements, shall be exclusion from the session, with the exception that in the timed runs or Final run where the competitor will still receive the points for last position. During all sessions, runs or finals, should a driver be given a technical failure flag the driver will be placed last, before any exclusions. If other drivers have a similar penalty the order will be last to receive the flag will be classified higher than those receiving the flag earlier, in that order. Competitors are reminded that failure to comply with a technical failure flag will be subject to MSA regulation C1.1.6 where the minimum penalty will be exclusion from the session, run or final.

5.1.1.1. It is compulsory for all drivers to purchase a MSA Bambino Championship restrictor from Zip Kart for £10.00 . This restrictor must be used for all timed practice sessions and the timed runs and must comply with the 2017 MSA Kart Race Yearbook. The number on the restrictor must match the number given to that competitor at that particular round.

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5.1.2. If a competitor can demonstrate that they have established an undisputable position within the championship before the last round (i.e. a position unaffected by the results of the final round) then the following will apply to that competitor only at the final round:

- a) Championship Regulation 1.7.3 will not apply
- b) MSA Regulation C3.5.1 will not apply
- c) A competitor may still be excluded from the meeting for technical or non technical offences, but may count it as their dropped round.

The penalty for non-compliance with the use of test tyres (3.2.12) is a deduction of 20 championship points from the total for the round.

6. COMMERCIAL SECTION: COMPETITOR'S PROMOTIONAL OBLIGATIONS

6.0 Competitors will be required to carry sponsors' badges on their race suit including the Race'N'Respect badge as per 1.4.4. in the designated positions, these badges will be supplied by the Championship organisers. Competitors will also be required to display sponsors' stickers, which will be provided, on their karts in designated areas, helmets and visors. Competitors must only use the official MSA Bambino Numbers on their karts. The Competitor's name should also be displayed on the side pods. Competitors may be required to remove decals/stickers etc, which conflict with the series sponsors.

Competitors are not permitted to carry any stickers on engines or petrol tanks other than the original Comer ones supplied with the engines

Competitors may be required to take part in further promotional activities at the rounds or the prize giving.

Competitors may be required to carry an onboard camera on their kart on behalf of the TV production company at any time during the meeting (U.19 applies).

Failure to comply with any section in 1.10. will be reported to the Clerk of the Course or Championship Stewards and could result in immediate exclusion from any of the meetings, and/or forfeiture of a prize or award.

COMPETITORS should note that at some circuits' caravans and motor homes might be placed in a separate area and NOT allowed in the pits. Pit space is limited and competitors must park in a sensible and orderly fashion or where instructed by the organising club or officials. A single competitor MUST be able to fit their vehicle, awning etc within the confines of 48 sq metres, (8 x 6). BE WARNED IF YOU EXCEED THIS FIGURE YOU MAY WELL BE REFUSED ENTRY TO THE CIRCUIT, irrespective of the fact that you have an entry to the meeting.

If requested to move by the organising club or a Bambino championship Official competitors will do so. Failure to move on request may result in exclusion from the meeting.

Competitors are not able to enter the circuit before 1.00 pm on the Friday prior to the meeting. the use of large awnings to store/maintain multiple karts is forbidden and transgressions will be subject to 2.1.6 As per U12.7 the running of engines in the paddock including engine dynos ,(even if parked in the circuits designated area) is forbidden.

If requested recordings from the camera must be made available to the organisers and the television producer for their use as follows. All footage is copyright of Zip Kart MSA Bambino Championship, and may not be used for any commercial purpose without written permission from the promoter. By countersigning as entrants of minors they agree that they have no objection to still or moving images being taken of the driver or team personnel undertaking their sporting activities.

By entering the series the Driver and Entrant/Driver understands that the series may be filmed for television broadcast, distribution on DVD and by other forms of electronic media exposure, including internet streaming and by still images. The MSA Bambino Championship, Producers and authorised photographers retain copyright over any and all images gathered, which may be used by the Championship and other media companies at any time in the future.

By entering the Championship, you agree to make your driver/yourself available for interviews and other media purposes as requested by the film crew from time to time. The Producer/Editor retains the right to use the images gathered of anybody in the paddock within the final edited programme, in any way that the Editor decides has merit and in order to support a programme feature, racing incident or storyline. By entering you



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agree not to withhold any rights to such use at any time before filming, or after any filming/editing has taken place.

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Appendix 1: 2017 Summary of Mandatory Penalties - Stewards (CIK Trial)

The following penalties are as defined on the Stewards Decision Notification and accompanied by the Stewards Decision Notification Explanations issued by MSA. These are mandatory penalties.

Note: 10 second or 1 lap Penalty are not subject to Appeal

INFRINGEMENT / DESCRIPTION		PENALTY
(C)2.3.2.	Gaining an Unfair Advantage	10 second or 1 lap Penalty
(C)1.1.5.	Driving in a manner incompatible with general safety	1 lap Penalty or Race Exclusion
(C)1.1.5.	Driving in a manner incompatible with general safety - Aggravated Contact	Race Exclusion or Meeting Exclusion & consideration of licence suspension
(C)1.1.6.	Contravention of flag signal before or after Race - ¼ Black/Yellow / Yellow	10 second Penalty
(C)1.1.6.	Contravention of flag signal during Race - ¼ Black/Yellow / Yellow	1 lap Penalty
(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 Exclusion or Meeting Exclusion
(C)1.1.9.	Abusive Language, Behaviour or Assault -	Race Exclusion (4 points)
(C)1.1.9.	Abusive Language, Behaviour or Assault - Serious	Meeting Exclusion (6 points) & consideration of licence suspension
(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 Exclusion (4 points) or Meeting Exclusion (6 points)

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(C)3.1.1.	Scrutineer Non-Compliance Report, vehicle or component ineligible	Race Exclusion or Meeting Exclusion
(U)17.29	Underweight	Race Exclusion
(U)8.1.	Failure to report to Scrutineering	Race Exclusion or Meeting Exclusion
(C)2.3.4 (U)17.5.5	Incorrectly positioned front fairing - race	10 second penalty
	Incorrectly positioned front fairing- timed qualifying	Deletion of fastest time
(U)17.5.5	Attempting to tamper with or reattach the front fairing during race / timed qualifying	Race Exclusion
(U)17.5.5	Attempting to tamper with or reattach the front fairing after chequered flag	Meeting exclusion & Consideration of referral to MSA

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

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Appendix 2

MSA KARTING TRIAL OF CIK-FIA JUDICIAL PROCEDURES

The Motor Sports Council has agreed that a limited trial of the CIK-FIA system of judicial procedures will be undertaken and evaluated. This meeting is one of those selected to form part of that trial.

The judicial procedures to be applied at this meeting will therefore be as follows:

1. All judicial decisions will be taken by the Stewards of the Meeting, not the Clerk of the Course.
2. The Clerk of the Course will, as usual, have full responsibility for the running and conduct of the meeting in accordance with the regulations. This includes the control of practice, heats and races, adherence to the timetable, the starting procedure and the stopping or suspending and restarting of races.
3. The Clerk of the Course will refer any incidents or possible breaches of the regulations to the Stewards of the Meeting, who will be responsible for investigating these and, if they deem it appropriate, imposing any penalties. The decision to show the black flag to any competitor will also rest solely with the Stewards of the Meeting, having considered a request from the Clerk of the Course.
4. The penalties to be applied by the Stewards of the Meeting will be in line with the MSA's mandatory karting penalties (as revised from time to time– see attached).
5. Any protests must be lodged as usual in accordance with C5.1.2 but they will be heard and adjudicated on by the Stewards of the Meeting, not the Clerk of the Course. The usual time limits as per C5.2 and the usual protest fees as per Appendix 1 Article 13.1 will apply.
6. Any appeals against decisions of the Stewards of the Meeting will be heard as usual by the National Court (but note article 7 below). The usual process and time limits as per C7.1 will apply, with the exception of removal of the restriction on grounds for appeal at C7.1.3. Any Eligibility Appeal must be submitted as usual in accordance with C7.2. The usual appeal fees to the National Court set out in Appendix 1 Article 13.4 will apply.
7. For the purposes of this trial, Motor Sports Council has agreed that any time, place or lap penalty imposed by the Stewards of the Meeting shall not be subject to appeal. Also, in accordance with C2.6.2, where the Stewards of the Meeting are satisfied that a physical assault or threat of physical assault has occurred, then no appeal against their sentence will be allowed.
8. Motor Sports Council has also agreed that, as a safeguard, if a competitor lodges a valid appeal (excluding the cases cited in article 9 below) the penalty will be suspended for the duration of the meeting. However, the suspensive affect resulting from the appeal does not allow the competitor to take part in the prize-giving or the podium ceremony, nor to appear in the official classification of the competition in any place other than that resulting from the application of the penalty. The rights of the competitor will be re-established if they win their appeal before the National Court, unless this is not possible due to passage of time.
9. The decision of the Stewards of the Meeting will become immediately binding notwithstanding an appeal if it concerns questions of safety (e.g. extreme breaches of C1.1.5. justifying a 30 day licence suspension), good standing (e.g. physical assault or threat of) or irregularity of entry by a competitor (e.g. fraudulent entry) or when, in the course of the same meeting, a further breach is committed justifying the exclusion of the same competitor. The decision of the Stewards must mention the existence of cases above that justify the decision being enforceable notwithstanding the appeal.
For the purposes of this trial, and in so far as it is necessary, the following regulations are varied by the authority of the Motor Sports Council (in accordance with A2.5) as required to facilitate the undertaking of this judicial procedures trial at this meeting:
 - (a) Regulations relating to the Clerk of the Course judicial role: C2.3, C2.3.2, C2.3.4, C2.4, C2.5, C3.1.1, C3.2, C3.3, C5.1.1, C5.2.3, C5.3.5, C5.3.5.2, C5.4, C5.4.1, C5.6;
 - (b) Regulations relating to the Clerk of the Course powers and responsibilities: G5.2.18, G5.3, G5.3.1, G5.3.2, G5.3.3, G5.3.5, G5.3.6, G5.3.7, G5.3.8, G.5.3.10;
 - (c) Regulations regarding the Stewards of the Meeting role as an appeal body: C6.1 to C6.6 (with the exception of C6.5), G7.2.5;
 - (d) Regulations regarding the Stewards of the Meeting powers and responsibilities: G2.4, G2.4.3;
 - (e) Regulations regarding appeals to the National Court: C7.1.3, C7.3.1;
 - (f) Other relevant provisions: Appendix 4 – Judicial Notes for Guidance, Articles 1, 2 and 3.

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VOLUNTEER OFFICIALS' & ORGANISERS COMMITMENTS

I WILL:

THE RACING CODE
www.msauk.org/respect

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

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

COMPETITORS' 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



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 this is not Formula 1