



## 2023 LONDON CUP RULES & REGULATIONS

**Race Director** — Race Directors decision is final in ALL matters. There is NO right of appeal.

### **Format –**

*All classes will be run as –* Qualifying, 2x Heats and a Final. Fastest lap time in qualifying will determine the grid for Heat 1, Quali + Heat 1 points determine the grid for Heat 2, Quali + Heat 1 + Heat 2 points will determine the grid for the Final.

**Heats & Finals** - heats will start in the dummy grid for ONE formation lap. Bambino and Honda Cadet will then grid up in their respective positions along the Main Straight. Micro, Junior, Senior and 177 Rotax drivers will race from a ROLLING START.

**Winner** - The winner is the kart that crosses the line in the FINAL in 1st position, barring any penalties.

### **Leaving circuit before the end of session –**

*Qualifying* - In the event of a driver entering the pits before a qualifying session has ended, they CAN return to the session but MUST a) weigh in before leaving the scrutineering area and b) MUST exit via the scrutineering exit and enter back via the dummy grid. If this is NOT adhered to then you will be disqualified from the qualifying session and start at the back of the grid. ABSOLUTELY NO SHORT CUTS. Any competitor show a mechanical flag in qualifying will keep their fastest lap and points.

*Heat/Final* - In the event of a driver entering the pits before the heat/final has ended they will not be allowed to re-join the race with NO EXCEPTIONS.

**Driving Standards** — Karting is a NON contact sport and the 2023 London Cup adheres to this. Any driver deemed to be driving in a dangerous/erratic manner may be penalised. Any driver deemed to have gained an advantage by making contact (intentional or otherwise) with another driver (ABC) may be penalised.

Any driver defending their position on a straight; and before any braking area, may make ONE defensive move. They may use the full width of the track during this move, provided no significant portion of the kart attempting to pass is alongside theirs. Whilst defending in this way, the driver may not leave the track without justifiable reason. Drivers may also use the full width of the track when exiting a corner, again provided no significant portion of any kart attempting to pass is alongside theirs.

**Driver Standards** – If you do not hold a Motorsport UK licence and are deemed new to kart racing by the Race Director then you may be asked to sit a Driver Proficiency Test. This will be a free test which ensures you understand the rules of racing, etiquette and flags. This is to ensure your safety as a driver and safety to your fellow competitors.

We also look for all drivers to qualify, and be consistently lapping within 110% of the quickest driver on the circuit. At the officials discretion, any driver that is not able to achieve this may not be able to take any further part in the race meeting.

**Transponders** — Permitted transponders are AMB/MyLaps Tranx160, MyLaps X2 or the 2020 MyLaps TR2. Transponders MUST be fitted to the rear of the seat and as a guide line to ensure all transponders record, it should be orientated correctly and measure no more than 100mm from the top of the chassis tube to the bottom of the transponder.

We strongly recommend that all drivers have their transponders fitted from the start of the morning practice, so as to have ample time to report any issues.

Drivers should be aware that there is NO manual lap scoring system in place, and therefore there is unfortunately nothing that 'Race Control' can do about any laps/race time lost as a result of any transponder failure/malfunction.

It is each competitors responsibility to report issues regarding timing to Race Control.

Transponders may be hired from Rye House Kart Raceway (on a first come-first serve basis) whilst signing on, at a further cost of £20. Any lost, stolen or damaged transponders which have been hired from the track will incur a cost of £250. Failure to comply will mean a ban from Rye House.

**Signing On** — All drivers/parent/guardians (\*if under 18 years of age) must sign on at the designated area, usually upstairs in the hospitality suite. Details will be displayed in the meeting itinerary. By signing on you agree to all the rules & regulations for the race meeting AND terms & conditions of the track. Signing on must be completed by the end of the time stated on the day's itinerary. Failure to do so could mean you will not race. If you are allowed to sign on AFTER the closing time (within 15 minutes of signing on closing), then a £10 late fee will be charge at the time of signing on.

**Flags** — All drivers MUST fully understand the meanings of each flag used. A Driver Proficiency Test may need to be sat. This is at the Race Directors discretion and will be free. Flag signals are used for the safety of both competitors + staff, and MUST be adhered to.

**Scrutineering** — The 2023 London Cup will mirror the current Motorsport UK regulations (barring any exceptions in the supplementary rules and regulations). Unless otherwise stated in these R&Rs, ALL karts and safety wear MUST comply to current MSUK regulations. You must complete your online scrutineering declaration prior to the event, failure to do so could mean you will NOT race. Any/All scrutineering will take place in the scrutineering bays at the top of Parc Fermé. ALL competitors, especially the top three competitors MUST wait at scrutineering until they are told otherwise. Once the Officials are happy, they will unlatch the gate and allow you to leave. Leaving before this may see you penalised. In addition, the scrutineers may choose to check karts at random throughout the event.

**Safety Equipment** — Protective kart safety suit MUST be worn at all times whilst on track. A full face Crash Helmet must be used. This MUST apply to the Motorsport UK regulations and does need to be Snell/FIA CMR approved. Gloves must be good quality and protect the drivers hands, Race boots MUST cover ankles. use of a neck brace is optional but is HIGHLY recommended. We reserve the right to stop any driver competing if we deem the safety equipment is inadequate. Tinted visors are permitted. although in low light MUST be fitted with a clear visor. As a rule of thumb if the floodlights are illuminated, then a clear visor must be used.

**Pit-lane/Dummy Grid** — Access to the dummy grid is restricted to drivers and 1 mechanic per kart. Under no circumstances should there be spectators/pushchairs/dogs/small children in this area. Any unauthorised persons will be asked to leave the pit-lane, if they do not comply immediately, they will be asked to leave the race meeting completely.

**Gate between Parc Fermé and Dummy Grid** — On race day this gate MUST remain shut. Any driver/parent or guardian found to be opening this/lifting a kart over to use it as a shortcut will be disqualified from their following heat/final (unless authorised by a member of the Rye House team to do so).

**Driver's Briefing** — All drivers and parent/guardians MUST understand the driver's briefing notes. These briefing notes will be displayed around the venue + a copy will sent out via email to all competitors prior to the event. All drivers and parent/guardians MUST sign to say they acknowledge this written briefing. Failure to do so will result in you being excluded.  
- NO REFUNDS WILL BE GIVEN.

**Engines** — TWO engines are permitted per class, per race meeting. The numbers MUST be recorded on the scrutineering card, with NO exceptions.

**Chassis** — ONE chassis per class. Chassis number must be recorded on the scrutineering card. If a chassis is damaged beyond repair, it may be substituted but this is at the Race Directors discretion. Race Directors decision is final in ALL matters. Whilst chassis do not have to be currently homologated, all chassis must have been recognized by the UK governing body at some point in their lifetime. No homemade chassis are allowed.

**Fuel** — Only standard pump fuel is permitted with a maximum Ron of 95. Fuel samples may be taken and tested. No power/octane boosters are permitted.

**Kart numbering** — Numbers must be clearly visible on the nassau panel, side pods and rear bumper. No duplicate numbers are permitted. In the event of duplicate numbers, priority will be given to the members, then the competitor who booked the meeting FIRST.

**Track Limits** — Track limits are defined by the white lines. A kart is deemed OUT OF TRACK LIMITS if ALL FOUR wheels have crossed these lines (with the exceptions of the kerb at Elbow + block paved area alongside corporate pitlane) . See the Penalties section for breaking these limits.

**Kart breakdowns on track** — Karts should be moved to a place of safety and drivers are to make their way to the nearest marshal post where they will be escorted off the track. Karts can only be collected once the heat has completed. NO repairs are to be made on track.

**Go-Pro and Videoing Devices** — The use Of Go-Pro equipment or other videoing devices IS permitted but is sole responsibility of the OWNER to ensure it is fitted securely and that it does NOT cause injury or damage to a third party. ALL video footage must be used solely for entertainment and is not permitted to be used as evidence or to harm the business in any case. Video devices can ONLY be fitted to karts. They MUST NOT be fitted to crash helmets or chest harnesses.

**Communication Devices** – The use of any equipment allowing verbal communication between spectators and drivers during the event is NOT allowed.

**Start of Race** – All classes will leave the Dummy Grid for one formation lap and then grid up along the Main Straight for a Standing start (Bambino and Honda Cadet) or straight into a Rolling Start (Rotax classes).

*Grid Starts* – Once a formation lap has been completed drivers should drive straight onto their respective grid slots. For Bambino's only, ONE parent/mechanic per driver may stand next to the grid slots to assist the drivers in finding the right one (a Hi-Vis MUST be worn). As soon as the kart is 'parked' in the right place, parents/mechanics MUST leave the track IMMEDIATELY. You MUST NOT lift the kart + warm tyres on the grid.

*Rolling Starts* – Drivers will leave the dummy grid and complete ONE formation lap at half-race speed. The race will start on the lap that the green 'start lights' are displayed on the E-Flag. NO accelerating before the 'acceleration line' marked by a cone, and NO breaking formation until you have passed the start finish line. If TWO false starts (1<sup>st</sup>/2<sup>nd</sup> place accelerating too early) occur in any heat/final, then the rolling lap will be STOPPED, 1st and 2nd place will be removed to the back of the grid and the rolling lap will recommence.

**Jump Starts** – *For rolling Starts;* we will be using AlphaTiming to determine the order in which karts cross the start line. Any karts breaking formation or crossing the start line ahead of their correct position in their respective lane of the grid may be penalised. In the event that one lane of the grid accelerates fractionally earlier than the other after the green lights are displayed, resulting in the driver in P2 crossing the start line in front of P1, a leeway of 9/100 (0.090sec) will be allowed. Any more than this and they may be penalised.

*For standing starts;* drivers will only be penalised if they have been deemed to gain an advantage by already being in motion when the lights change from red to green. Providing a driver is stationary at the point the lights change from red to green it is not a jump start.

**End of Race** — The chequered flag will be shown at the end of each race. If a race is stopped for ANY reason other than a completed race, then the following rules apply:

1) 25% or less of the race completed by the leader - race abandoned and that heat must be re-run. If that heat is unable to be re-run it will be declared as null and void.

2) If more than 25%, but less than 75% has been completed by the leader it will be the decision of the Race Director on the day of the meeting. This will usually be a restart with the order taken from the point the red flag was shown, minus 1 lap, as provided by the AlphaTiming system.

3) If 75% or more of the race has been completed by the leader, the race will be deemed to have ended. The race results shall be declared as the order of finishing on the last full lap completed by all karts still proceeding under their own power, before the red flag was displayed.

On occasion, a back marker may see a chequered flag being displayed to the race leaders immediately behind them. In this instance the back-marker MUST recognise that they need to complete another lap to finish the race. The timing system automatically classifies any driver not completing more than 100% of the race winners total race time as a DNF.

**Tyres** — Refer to supplementary rules & regs for each class for specific tyre info.

Only one set of slick tyres per race meeting are permitted. 1x front and 1x rear tyre may be changed if a fault appears/tyre is damaged beyond repair. This MUST be Changed at the scrutineering bay with a scrutineer present to authorise the change. Tyres must NOT be changed anywhere else. Failure to adhere will see you excluded from that heat/final.

Tyre softener is NOT permitted. If a competitor is deemed to have used products to enhance the tyres then (at the Race Directors discretion) they will be excluded from the event. All tyres must be taken away from the circuit at the end of the meeting. If anyone is caught 'dumping' tyres then a £50 fine PER tyre will be applied to the culprit(s) involved.

**Right of Appeal** — There is NO right of appeal. The Race Directors decision is FINAL in ALL matters. By signing-in and participating in the 2023 London Cup, you acknowledge that you understand and agree with this.

**Weather Declaration** – If the weather suddenly changes then you will see “D” (dry), “O” (Open) or “W” (Wet) displayed in the top windows of Race Control. It is your responsibility to ensure that you have the correct tyres before your heat starts - arrive in plenty of time if the weather is changeable. There will be NO delay for tyre changes. If a heat/final has started and the weather is deemed too dangerous, then at the Race Directors discretion, the race will be aborted (dependant also on length left) and that heat will be re-run after the next heat/ final is complete.

**Dropdown Bumpers** – Drop down bumpers are mandatory for all classes except Bambino. Any driver with a ‘dropped’ bumper at the end of any qualifying/heat/final will be penalised, no exceptions. All karts should enter the dummy grid prior to their session with the bumper removed from the kart, to demonstrate that it has not been fixed to the chassis. Anyone seen re-attaching/kicking-out (or attempting to) a ‘dropped’ bumper will be disqualified from that heat/qualifying.

**Red Flag Restarts** – Mechanics may be permitted on to the track to assist their driver in the event of re-gridding. A marshal will direct you on to the circuit to do this. Nobody should enter the circuit until instructed to do so.

If it is a full re-start, then the original grid from the race start will be used.

If it is declared a restart, minus 1 lap, the karts will be restarted in a single file, rolling start with no overtaking before the start line in an order determined by the timing system.

You must listen to instructions from the circuit marshals at all times.

Once in position (and restarted if necessary) mechanics must leave the track immediately to enable a swift restart. The AlphaTiming system will generate these grids and are not for debate.

If a kart leaves the track during the stoppage, it will not be permitted to re-join the race. Any kart not racing at the time of the incident that caused the stoppage, cannot re-join the restarted race.

YOU MAY RESIT YOUR DROPDOWN IN RED FLAG CONDITIONS.

**Fair Racing Conditions** – If we deem it necessary, we reserve the right to insist you change parts that we deem are unfair and may not follow the regulations (ie: engine, tyres, carbs). The suspect part(s) will be held at scrutineering until the end of the meeting. Failure to comply will see you disqualified from the meeting.

**Trophies** – These are awarded to the top THREE (subject to penalties) that cross the line in the FINAL. If the grid size does not exceed 8 karts, smaller medals may be given in place of trophies. Driver of the day is awarded independently by the commentator.

**Kart Bodywork** – *See class specific regulations for individual class requirements.*

ALL karts (unless specified otherwise) MUST have Nassau panel, Side pods and front/rear bumpers in place at all times. All bodywork must be correctly/securely fitted/attached at all times. Rear bumpers must be 'full-width' and cover at least 50% of the rear tyres.

#### **Parking + Pit-Bays**

As a small venue we unfortunately do not have the space for all drivers/spectators to park in the paddock next to their awnings.

There will be a maximum of one average sized vehicle per awning permitted to park in the paddock area. This includes large team awnings. Any additional mechanics/drivers etc MUST park in an alternative location.

There will be NO parking for spectators in the paddock.

If vehicles or awnings are parked/put-up in an unsuitable location, they will be required to move. If they are not moved immediately, the race meeting may have to be stopped until the owners can be found and the obstruction is cleared. This is so that emergency services can access all areas of the site if necessary.

## PENALTIES –

OFFENCE	Further Description	PENALTY
Non-starter in any qualifying/heat/final		Zero points
Non-finisher due to mechanical reasons in any qualifying/heat/final		Zero points
Non-finisher due to disqualification in any qualifying/heat/final		Zero points
Underweight	Any driver found underweight will be disqualified from that qualifying/heat/final	Disqualification
Use of tyre softeners/warmers	Any driver found to be using tyre softeners, warmers or ANY other product to enhance the performance of the kart will be disqualified and excluded from the remainder of the meeting.	Exclusion
Advantage by contact	If a driver gains an advantage by making contact with a competitor then they MUST relinquish the position. Failure to do so may incur a FIVE place penalty per incident.	5 place penalty
Dangerous Driving		Black Flag (during race)  Disqualification (post-race)
Track Limit;	Track Limit penalties are incurred by having all FOUR wheels cross the white lines at the edge of the circuit (other than for reasons stated above or malfunction to kart)	
1st offence		Warning
2nd offence		5sec penalty
3rd offence		10sec penalty
4th offence		Black flag
Gaining position by exceeding track limits	If a driver gains an advantage by exceeding track limits, then they MUST relinquish the position(s). Failure to do so may incur a FIVE place penalty per incident.	5 place penalty

Driving standards/contact;	<i>see 'Driving Standards' section of R&amp;R's</i> - Any contact/general poor driving standard seen by the race director or official observers will be issued a black/white warning flag.	
1st offence		Warning
2nd offence		Warning
3rd offence		Black flag
Overtaking under yellow flags		5 place penalty
Unsportsmanlike behaviour		Exclusion
Black flag in qualifying	Any competitor who is black flagged will get ZERO points and start at the back of the grid for heat 1.	Zero points + Start from back in Heat 1
Jump start	<i>see 'Jump Starts' section of R&amp;R's</i>	5sec penalty
Incorrect starting procedure (changing lanes before start line/excessive weaving/braking on formation laps etc.)		5sec penalty
Dropdown bumper	<i>see 'Dropdown Bumpers' section of R&amp;R's</i>	5sec penalty
Dropdown bumper (qualifying)	<i>see 'Dropdown Bumpers' section of R&amp;R's</i>	Fastest lap deleted - 2nd fastest lap to take precedent
Re-Attaching/Kicking-out a 'Dropped' bumper (or attempting to do so)		Disqualification
Bambino mechanics warming tyres on grid		Disqualification
Abusive behaviour toward staff	Will not be tolerated. If caught, you will be told to leave and therefore be excluded from the entire event.	Exclusion



Unauthorised persons entering live circuit	ONLY OFFICIALS are allowed on track. Parents/Team Staff etc. will only be permitted on track if you are told to do so by an OFFICIAL. Any unauthorised person(s) entering a live circuit to assist a driver, will see the session red flagged and the driver in question will be disqualified from that qualifying/heat or final.	Disqualification
Scrutineering failure after any Qualifying/Heat/Final	see ' <i>Scrutineering</i> ' section of <i>R&amp;R's / Relevant Supplementary Regulations</i> for your class.	Disqualification

ALL RULINGS BY THE RACE DIRECTOR ARE FINAL. THERE IS NO RIGHT OF APPEAL.  
ALL RULES, REGULATIONS AND SR's ARE SUBJECT TO CHANGE SHOULD IT BE DEEMED NECESSARY.

## **BAMBINO COMER SUPPLEMENTARY REGULATIONS**

**Engines** – This must be the Comer C50 or C50G engine, tagged according to MSUK regulations, which must be in its original standard condition as manufactured and conform in all aspects with the MSUK Homologation fiche. Polishing, Grinding, Skimming, lightening, balancing or modifying of any component is strictly prohibited. This includes the exhaust & carburettor of which the inlet and outlet holes on both components must be unmolested.

**Carburettor** - Dell'Orto SHA 12/14 L which must remain unmodified and conform in all aspects to the official homologation fiche.

A 10mm carburettor restrictor **MUST** be used at all times.

**Spark Plugs** – Spark plugs **MUST** have a sealing washer in place unless a temperature sensor is fitted, the minimum thickness for the temperature sensor is 1.4mm. The spark plug sealing washer must also have a minimum thickness of 1.4mm.

**Fuel line** – **MUST NOT** be longer than 260mm.

**Tyres** – Le Cont MSA 04 (Front: 10 x 4.00 x 5 / Rear: 11 x 5.00 x 5)  
The minimum tyre tread depth is 1mm throughout the complete tyre.

**Chassis** — See 'Chassis' section of Rules and Regulations listed above.

**Clutch** – Either the standard 3-piece clutch or the newer 1 piece clutch are permitted.

**Bodywork** – There must be a space between the side pod and engine of a minimum 10mm

**Kart Numbers** – These must be **WHITE** numbers on a **BLACK** background.

**Weight** – Minimum 71kg

This weight is for kart, driver and safety attire. Additional lead weights may be added as per the MSUK rule book.

**Gearing** – A fixed gearing of 80T must be used.

**Age** – From the age of 5 (in the year of their 6<sup>th</sup> birthday), up to the 31st December on the year of their 8th birthday.

## **IAME BAMBINO COMER SUPPLEMENTARY REGULATIONS**

**Engines** – This must be the IAME M1 bambino engine. The Engine/Carburettor must be always operated in its unmodified form.

**Squish** - 2mm minimum

Base gasket and shim combinations can be used to achieve the desired squish but a combination of no more than two paper gaskets and 3 metal shims are permitted. Squish is measured using 3.175mm solder or as supplied by scrutineering. Squish minimum is 2.00mm

**Spark Plugs** - Only NGK BR8EG, BR9EG , BR10EG permitted. (Including the use of NGK EIX plugs of the same numbers) These must carry the original factory washer, unless using an under-plug temperature lead of the same thickness, in which case it may be discarded. The scrutineer will have the final say on what under plug temp leads are permitted or not.

**Tyres** – Heidenau T-Race UK Green Slick tyre.

Heidenau WH1 Wet tyre

All tyre numbers must be entered onto the scrutineering card.

**Chassis** — See ‘Chassis’ section of Rules and Regulations listed above.

**Axle** – 25mm magnetic steel. Must have circlips fitted on both ends.

**Bodywork** – As registered with the chassis, full width rear bumpers mandatory. Rear bumpers must not be wider than overall wheel width. The overall width of the nose cone must not be wider than the front wheels. A straight edge applied to the wheels must not come into contact with the side pods or front/rear bumpers. The maximum overall width at the rear is 1100mm.

**Kart Numbers** – These must be BLACK numbers on a GREEN background.

**Weight** – A minimum weight of 78kg — kart & driver is required to partake in this event. Lead weights may be added as per the Motorsport UK rule book.

**Gearing** – 10T front sprocket with 74,75 or 76 rear sprocket.

**Age** – From the age of 5 (in the year of their 6<sup>th</sup> birthday), up to the 31st December on the year of their 8th birthday.

Any parts/matters not directly listed above are to comply with 2022 BKC regulations for IAME Bambino. The scrutineers will have the final say on all matters listed or otherwise.

## ALL CADET CLASSES - SUPPLEMENTARY REGULATIONS

### Engines —

*GX160* - Honda GX160, MUST follow the technical Rules & Regs set out by MSUK.

*GX200* – Honda GX200 (not R200), MUST be fully sealed and comply with MSUK engine homologation fiche.

*MICRO MAX* - Rotax FR125 Micro Cadet with restrictors (from engine number 8626234). The Micro Cadet adheres to the Junior Rotax FR125 Max fiche plus extensions for the Micro.

*IAME WATER SWIFT (RESTRICTED)* - IAME Water Swift 60cc. The power unit, as raced must conform in all aspects with the official Motorsport UK homologation fiche.

Where required, If any of the seals are damaged, tampered with or missing this will result in the engine failing scrutineering.

Tyres - Dry: Dunlop SL3 (Front: 10 x 3.6 x 5 / Rear: 11 x 5 x 5)

Wet: Dunlop KT3 (Front: 10 x 3.6 x 5 / Rear: 11 x 4.5 x 5)

Tyres must have barcode displayed.

Chassis — See 'Chassis' section of Rules and Regulations listed above.

### Kart Numbers —

*GX160 & GX200* - RED numbers on a YELLOW background.

*Micro Max* - BLACK numbers on a YELLOW background.

*Waterswift (restricted)* - BLACK numbers on a YELLOW background.

### Weight —

*GX160* - Minimum of 103kg

*GX200* - Minimum of 103kg

*Micro Max* - Minimum of 105kg

*Waterswift (restricted)* - Minimum of 100kg

This weight is for kart, driver and safety attire. Additional lead weights may be added as per the MSUK rule book.

Age – From the age of 7 (in the year of their 8th birthday), up to 31st December of the year of their 12th Birthday.

Drop down Bumpers — Drop down bumpers are mandatory: All fittings of drop down bumpers must adhere to the current Motorsport UK regulations

Axles – Hollow axle may be used in accordance with MSUK regulations.

Knight Torque Engines – Under NO circumstance can a KNIGHT TORQUE engine be advertised. If it is used, you will be asked to cover the engine. Failure to comply will see you removed from Rye House London Cup.

## ALL INTER CLASSES - SUPPLEMENTARY REGULATIONS

Engines -

*Rotax Inter* - Rotax FR125 Inter with restrictors (from engine number 8626234). The Inter adheres to the Junior Rotax FR125 Max fiche plus extensions for the Inter.

*IAME Water Swift* - IAME Water Swift 60cc

Where required, If any of the seals are damaged, tampered with or missing this will result in the engine failing scrutineering.

Tyres –

*Rotax Inter*

Dry: Mojo C2 CIK Mini (Front 4.00 x 10.0-5, Rear 5.00 x 11.0-5)

Wet: Mojo CW CIK Mini with barcode (Front 3.60 x 10.0-5, Rear 4.50 x 11.0-5)

*IAME Water Swift* –

Dry: KOMET K1D-M (10 x 4.00-5 fronts, 11 x 5.00-5 rears)

Wet: KOMET K1D-W (10 x 4.00-5 fronts, 11 x 5.00-5 rears)

Tyres must have barcode displayed.

Chassis — See 'Chassis' section of Rules and Regulations listed above.

Kart Numbers –

*Rotax Inter* – BLACK numbers on a YELLOW background.

*IAME Water Swift* - BLACK numbers on a YELLOW background.

Weight —

*Rotax Inter* – Minimum 115kg

*IAME Water Swift* - Minimum 110kg

This weight is for kart, driver and safety attire. Additional lead weights may be added as per the MSUK rule book.

Age – From the 10th birthday to the 31st December of the year of the 13th birthday

Drop down Bumpers — Drop down bumpers are mandatory: All fittings of drop down bumpers must adhere to the current Motorsport UK regulations

Axles – Hollow axle may be used in accordance with MSUK regulations.

## **JUNIOR, SENIOR & 177 ROTAX SUPPLEMENTARY REGULATIONS**

Chassis – See London Cup Rules and Regulations above.

Engine – Engines must be currently approved for use in MSUK short-circuit karting and remain in that approved specification. Any engines used MUST be complete with JAG seal.

Engines permitted are -

*Junior Rotax* - Rotax FR125 JUNIOR MAX

*Senior Rotax & 177* - Rotax FR125 MAX (EVO + Pre-Evo)

Exhaust, Inlet and Throttle Restrictors – Must comply with current JAG regulations.

Carburettor – Must comply with current JAG regulations.

Fuel Pump – Must comply with current JAG regulations.

Intake Silencer – Must comply with current JAG regulations.

Exhaust System – Must comply with current JAG regulations.

Radiator – Must comply with current JAG regulations.

Ignition unit – Must comply with current JAG regulations.

Spark Plug – Must comply with current JAG regulations.

Transmission – Direct from the engine to the rear axle via a single length of chain. The Clutch must be as supplied as per class regulations for the engine; any type currently or previously approved for the class is eligible.

Brakes – Hydraulic disc brake operating on rear axle only, in conformance with Motorsport UK Yearbook.

Tyres -

*Junior/Senior/177*

Dry: Maxxis Sport

Wet: Mojo W5 'CIK Rain' (Front: 10.0 x 4.50-5 / Rear: 11 x 6.00-5 )

Maxxis SLW

ALL Tyres must have barcode displayed.

General – An ignition kill switch must be fitted to any Clutched engine and must be identified with an electric flash symbol sticker or marked on/off to assist marshals in the event of an incident.

#### Weight -

*Junior Rotax* - Minimum of 145kg including kart, driver and safety attire.

*Senior Rotax* - Minimum of 162kg, including kart, driver and safety attire.

*177 Rotax* - Minimum of 177kg, including kart, driver and safety attire.

#### Driver weight:

*Junior Rotax* - Minimum of 40kg, (including all racing equipment).

*177 Rotax* - Minimum of 80kg (including all racing equipment).

Drivers may be asked to weigh in at any time wearing FULL race attire (helmet, suit, gloves, boots, rib protector and NO extra weight being carried or hidden). Any driver not making the minimum weight (177 only) will be moved to the Senior Rotax class (subject to space). Failure to 'Weigh In' will see you excluded from the meeting.

177 Masters – Drivers over the age of 32, but under the min. driver weight of 80kg may enter into the 177 class. Obviously, they must still meet the minimum 177kg kart + driver weight.

Novice Drivers – Must start at the back of the Grid in all Rotax Classes.

#### Kart Numbers -

*Junior Rotax* - WHITE numbers on a RED background.

*Senior Rotax & 177* - WHITE numbers on a BLUE background.

#### Age:

*Junior Rotax* - From the age of 12 (in the year of your 13th birthday) until 31st December of the year of their 16th birthday.

*Senior Rotax & 177* - From the age of 15 in the year of your 16th birthday.

Drop down Bumpers — Drop down bumpers are mandatory: All fittings of drop down bumpers must adhere to the current Motorsport UK regulations

Axles - Rear wheel width can be reduced however must not be positioned inside of side pods & rear bumper.

## FLAGS

*From the beginning of the 2023 season we have been using LED 'flags' mounted to each marshal post. For warnings, black/mechanical flags, and the start lights/chequered flag we will be using the large 'E-Flag' on the start line.*

**GREEN FLAG/LIGHTS** – Used to signal the start of the race on the E-Flag after all drivers are in their grid positions.

**YELLOW FLAG** — (Stationary/Slow Flash) Slow down no overtaking until you are past the incident the flag is being waved for. (Waved/Double Flash) Great danger, Slow down considerably. No overtaking.

**RED FLAG** — Drivers must come to a complete stop as soon as is safely possible, Drivers should avoid extremely harsh braking as it could cause an accident with drivers directly behind them, Once stopped, drivers are to remain in their karts and await further instruction from a marshal.

**SLIPPERY SURFACE FLAG** – There is a slippery surface ahead such as oil or water that has been brought on to the track this flag will not normally be used if it starts to rain during the session as the rain obviously makes the entire circuit slippery.

**CHEQUERED FLAG** — End of session drivers must slow down; complete the lap they are on and leave the track via the pit entrance. (Just after Pylon 1).

**WARNING FLAG** — A warning to the driver that their driving standards are not acceptable and that they may be black-flagged on further reports.

**MECHANICAL FAILURE FLAG** — Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The kart concerned must call at its pits for repairs on the next lap.

**BLACK FLAG** — The driver must stop at his pit within one lap of receiving the signal and report to the Race Director. A penalty of exclusion may be enforced.

**BLUE FLAG** – Waved at 'back-marker' to alert them that a faster driver is trying to overtake.