

Long Circuit Racing Kart Club Regulations 2010

- 1) The Long Circuit Racing Kart Club will hold Long Circuit National B events at Darley Moor Race Circuit in conjunction with DMMRRC motorcycle meetings on dates to be advised during the race year of 2010, the circuit holds a current MSA Track License.
- 2) The meetings will be held under the General Regulations of the Motor Sports Association Ltd incorporating the provisions of the International Sporting Code of the FIA.
- 3) The circuit at Darley Moor measures 1.5 miles and holds a current MSA track license.
- 4) The events will be restricted to members of The Long Circuit Racing Kart Club and will be for the following classes :-
250 Twin engine, 250 Single engine, 125 single engine & 210 single engine.
- 5) The event is open to all club members holding a National B license of 16 years of age and over, 16 year old drivers are restricted to a maximum engine size of 210cc, MSA Year book section K applies. Any driver who has not competed on long circuits previously will be deemed a novice and will carry the relevant novice plate on the Kart until the driver has received 4 signatures from an MSA Steward for competing at 4 long circuit meetings. All novice drivers new to long circuit should be aware of MSA regulation K 104 relating to the wearing of leather suits.
- 6) Entry for the event must be made on the clubs official entry form together with the appropriate fee. Entries will be deemed closed 7 days before the event.
- 7) No entry fee will be refunded if cancellation is received after the closing date.
- 8) If the meeting is canceled, postponed or abandoned on the race day entry fees will not be refunded.
- 9) The maximum combined entrants for each meeting will be 36 the entry will be decided on a first come first served basis and entries after the maximum number has been reached will be carried forward to start the entrants for the next meeting unless a cancellation is requested.
- 10) The event will consist of one practice session of ten minutes, where 3 laps are mandatory, followed by two races of 8 or 10 laps duration depending on the race program.
- 11) Grid formation will consist of a front row of three karts followed by a second row of two karts, this formation repeated down the grid.
- 12) All starts will be a slow rolling start preceded by a formation lap from the dummy grid behind the pace car which will pull off into the pit area leaving the Karts to hold formation and proceed slowly to the start line where the Union flag will deem the start of the race.
- 13) Grid positions for race one will be decided by drawn ballot at drivers briefing or timed practise session if available. Grid positions for race two will be decided by finishing positions of race one. Winners of trophies in each class will be decided by finishing positions in race two.
- 14) In the event of a red flag stoppage of a race only karts that were actually racing and were mobile at the time of the red flag being raised will be allowed to re-start. The grid positions will be as race position from the previous lap.
All these karts will be directed by the officials to a re-assembly area which will be deemed as a Parc Ferme area. No work on the karts will be allowed in this area and mechanics will only be allowed into this area to re-start the karts on the direction of the Clerk of Course.
In the event of the race being declared complete at the raising of the red flag the result will be taken from the previous lap and any competitors who were involved in the red flag incident will be excluded from the results.
A race may be declared complete by the officials of the meeting after three laps have been completed by the leading competitors if time and circumstances do not allow a re-start.

- 15) Technical regulations - all karts must comply with the MSA Kart General, Technical and Safety Regulations. Class regulations, appendix 3 & section D Gearbox Class General regulations within the MSA Kart Race Yearbook.
- 16) Sporting regulations & judicial procedures will be in accordance with the current MSA Yearbook.
- 17) The Starter, Chief Scrutineer, Observers, Timekeeper and Environmental Scrutineer will all be deemed as Judge of Facts
- 18) Tyre choice will be as MSA Kart Race Yearbook, ABKC & BSA regulations. Tyres use will be open unless a wet race is declared by the Clerk of Course in which case all karts must be fitted with rain tyres together with an MSA approved rear red light, regulation K 202 applies, and switched on before being allowed onto the circuit. At no time will the mixing of slick and wet tyres be permitted.
- 19) Only two engines and one chassis are allowed per competitor. All serial numbers to be logged on the scrutineering cards at pre-race scrutineering. Exceptions to this rule are at the discretion of the Clerk of Course.
- 20) A static noise test will be taken in the assembly/pit area with a drive by test also taken at a suitable point on the circuit both these tests must not exceed the recommended limit. These will be advised in the meetings Final Instructions.
- 21) Fuel - Only unleaded fuel complying with the specifications laid down in section K 149, MSA Yearbook for pump fuel will be used. Fuel sampling and testing may take place as per MSA regulations.
- 22) The use of additives such as antifreeze in engine coolant liquid is strictly banned, only pure water may be used for this purpose.
- 23) Race numbers will be issued at the time of membership registration and will be from 11 to 250. The numbers will be issued on receipt of membership application and in the event of the requested number already being issued the nearest vacant number will be used. One number will only be used per competitor regardless of class and it will be retained for the duration of the season. It will be the drivers responsibility to display the number issued on the correct colour background for their class as per MSA regulations.
- 24) No engine are allowed to be started before 1000 hrs and after 1800 Hrs.
- 25) All entrants will be issued with one vehicle pass for the paddock area together with 4 personal passes, all of these will be surrendered to the track security on entrance to the circuit. Passouts, if required, will be issued by track security at the main gate and again must be surrendered when re-entering the circuit. All other vehicles must park in the spectators parking area and any extra personnel will be treated as paying spectators.
- 26) By signing on at any of the events you agree to undergo a random breath test should you be Required to do so. The legal limit for alcohol in the body whilst driving a vehicle in the UK is 35 Microgrammes of alcohol per 100 millilitres of breath, anyone found to be over this limit will be deemed unfit to race. The organisers may at their discretion exclude before, during or after a practise or race session any driver who is considered unfit by reason of health, consumption of alcohol or prohibited substances
- 27) All drivers must have present in their pit area a fire extinguisher to BSEN3 standard with a minimum 55B rating one extinguisher per kart.
- 28) All events will be cover by MSA permit number :- TBA
- 29) all events will consist of at least one of the following officials :-
 - MSA Steward TBA.
 - Clerk of Course: T Bateman,
 - Chief Scrutineer: S Bateman. Colin Ringham
 - Club Stewards: 1. TBA, 2. TBA, 3. TBA.
 - Time Keeper: Ken Cooper.