

A tyre raffle

will be held at

Mallory Park

£5 per ticket

on

sale @ the

BSA Awning or via a

Volunteer salesperson



## Mallory Park - March 30th

1. SIGNING ON - Will take place at the BSA Awning between the following times :- 8.30 to 10.15am
2. SCRUTINEERING - Will take place adjacent to the BSA Awning at the same time as Signing on
3. PRACTICE - There will be a 15 minute timed qualifier at approx. 11.00am  
3 laps minimum must be completed to qualify for racing. Watch out for the announcements.  
ALL RESERVES WILL PRACTICE .
4. TYRE MARKING - Not Applicable
5. BRIEFING - The briefing will be at the BSA Awning at :- 10.15 am
6. RACE - There will be two 12 lap races. Remember to allow enough time to get to the dummy grid. It is very important that you listen to the paddock announcements as these times may be brought forward if all goes well.  
Our races are 5 & 18 of 20
7. ALL drivers must achieve a lap time of 120% of their class best in both timed practice and racing, unless the clerk of the course is satisfied as to extenuating circumstances."
8. TRANSPONDERS - It is a requirement that all karts must have a transponder fitted and working at ALL times  
When the vehicle is on the track. Failure to do so may result in the driver not receiving a time or recorded as a race finisher
9. FINISH – On taking the finish flag karts will proceed around on a slow down lap and come into the paddock. All karts must report to the scrutineering bay/parc ferme
10. PARC FERME - At the end of each race, the route between the finishing line/flag and the entrance to the parc ferme/ scrutineering area will be under Parc Ferme rules K81. All drivers must return to Parc Ferme even if they fail to finish the race and come in on the recovery truck.
11. GRID JUMPING - Penalties will be awarded based on MSA Regulation C(d)6, 13 & 14
12. ENGINES - Must be started before you reach the circuit. You CANNOT be pushed onto the circuit.
13. WEIGH IN - All drivers must present themselves for weighing after each practice and race. During qualifying the scales may be situated at the head of the pit lane. Drivers must then present themselves for weighing every time they enter the pit lane during qualifying-. This includes drivers brought back on the recovery vehicle. The "scales of the day" will be used for all weight calculations. The results will not stand if you do not get weighed.
14. NOISE - Static tests will be carried out in line with the regulations in each of the BSA class Championships.  
In order to reduce the noise, efficient exhaust silencers are compulsory. The noise limit in force is 102 dB/a (105 in Div. 1) maximum, including all tolerances and the influence of the environment. The noise will be measured at a distance of 0.5 metres from the exit of the silencer and at an angle of 45 degrees. The noise will be measured at an engine speed of 5500 rpm (7000 in F125 & Div. 1) Your co-operation with this process will be much appreciated.
15. TYRES - As Championship Regulations
16. REAR LIGHTS must be fitted and operative at all times during scrutineering, practise and racing. A rear facing high intensity light will be permanently illuminated when wet tyres are fitted to the kart and/or a race is designated as a wet race or instructed to do so by the Clerk of the Course. CIK/ MSA registered lights are mandatory.
17. TRANSPONDERS - Will be used for this event.
18. GRID FORMATION - The grid formation will be limited to 36 karts.  
The grid for race one will be formed by the results of timed practice. The grid for Race 2 will be on the results of Race 1.  
The dummy grid will be situated in the assembly area next to the Race Control Building.  
The grid formation will be fully integrated and based on the timed qualifying session
19. **MIXED GRIDS - Points can only be allocated in the Championships when the drivers registered for a particular series start together. If the grids are split then a driver must start with the class he wants to score points with.**
20. Only karts which have covered at least 80% of the distance covered by the class winner and which cross the finishing line under their own power within 4 minutes of the overall winner will be classified.
21. PADDOCK SPACE - Paddock areas may be very full so please park neatly and economically in the area that may be designated for karts. Your help with this will be very much appreciated.
21. FUEL TESTING - Fuel Comparison testing may be carried out as per MSA Regulations A86, A87 & A88.  
The control fuel if used is Hyperflo Kart (BSA Regulation 3.6). The judge of fact with regard to fuel will be Mr Mike Kanssen of Petrochem Carless. Random tests will be taken. FUEL - As per MSA regulations
22. FIRE EXTINGUISHERS - Drivers must have present at race meetings a fire extinguisher to BSEN3 standard with a minimum 55B rating. Fire extinguishers must be kept in the competitors pit space.
23. Alcohol & Drugs - The organisers may at their discretion exclude before, during or after practice or competition, any driver considered as possibly unfit by reason of health, consumption of alcohol or prohibited substances, and with the exception of road sections of rallies or trials, exclude any driver found smoking whilst participating in the event.
24. No racing engine may be run before 09.00
25. QUALIFYING PRACTICE - The practice session will be timed.
26. PUBLIC ADDRESS - Please listen to the paddock announcements calling you for practice and racing
27. ANTI FREEZE - Is not permitted in the cooling system. This rule is in place at the request of the Motorcycle Club because anti freeze, if spilt on the tarmac presents a great risk to motorcycle riders.
28. Please remember that Mallory has a paddock on the inside of the circuit so arrival must be before 8.45am latest otherwise you will not get in as the gate access will be closed for racing

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

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

## **SAFETY**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Electrical Safety**

All electrical equipment must be maintained in a safe condition.

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

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

### **Fire Precautions**

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

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

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

### **Compressed Gas Equipment**

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

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

Always stand clear when inflating tyres.

### **General Working Practices**

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

All spillages should be cleaned up immediately.

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

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

All safety notices must be complied with.

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

### **Public Safety**

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

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

### **Governing Body Regulations**

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

