



Featuring the International Superracekart Series

Cadwell Park

July 18/19/20th 2008

Event Supplementary Regulations



www.britishsuperkart.com

GP CHAMPIONS ALL



Lee Harpham - 2007 British GP Winner
Division 1 Superkarts



Marcel Massmann - 2007 British GP Winner
Division 2 Superkarts



Trevor Roberts - 2007 British GP Winner
F250 National



Richard Ward - 2007 British GP Winner
F125 Open



Sam Moore - 2007 British GP Winner
F125 ICC UK



Louise Colin - 2007 British GP Winner
F210 National

British Superkart Racing Club

Event Regulations

THE MSA BRITISH SUPERKART GRAND PRIX

CADWELL PARK CIRCUIT, LINCOLNSHIRE, UK

SATURDAY / SUNDAY JULY 19/20th 2008

ENTRIES OPEN: ON PUBLICATION OF THESE REGULATIONS

ENTRIES CLOSE: SATURDAY July 5th 2008

1. ORGANISATION:

The British Superkart Racing Club Ltd., will organise The 2008 MSA BRITISH SUPERKART GRAND PRIX, a Long Circuit Kart Race Meeting, at Cadwell Park Circuit, Lincolnshire, England on Saturday / Sunday 19/20th July 2008. There will be races for Division 1 Superkarts, Division 2 Superkarts, Formula 250 National, Formula 210 National, Formula 125 Open, Formula 125 ICC UK (KZ2 UK) and F125 Super ICC/KZ1 at this meeting. The races for Division 1 & 2 Superkarts will be inscribed with the CIK as an International event. The Division 1 & 2 races will form a round or rounds of the International Superracekart Series. Certain races at this meeting will form rounds of the MSA British & BSA National Championships and Challenges, 210 Challenge & Gearbox Masters

2. ADJUDICATION & JURISDICTION:

The meeting will be held in accordance with the General Regulations of the Royal Automobile Club Motor Sport Association (incorporating the provisions of the Sporting Code of the FIA), these event Regulations, and any further Supplementary Regulations, Final Instructions and Official Bulletins that may be issued for the event.

3. CIRCUIT:

Cadwell Park Circuit is a permanent motor racing venue. It measures 2.173 miles (3.492 kms), has 8 right hand curves / bends and 7 left hand curves / bends.

4. ELIGIBLE COMPETITORS:

The event is open to holders of a current **CIK International C (minimum) Kart Licence** in Division 1 & 2 Superkarts and **MSA National A (Minimum) Kart Licence** in all other classes or holders of an equivalent valid licence and Medical Card issued by the ASN of an EU member country.

The event for Div.1 & 2 Superkarts will be inscribed with the CIK/FIA as an International Permit Event

5. ENTRIES AND STARTERS:

The maximum number of entries that will be accepted is 280 of which Division 1 Superkarts will be limited to 60 and Formula 250 National will be limited to 60, Division 2 Superkarts, Formula 125 Open, Formula 125ICC(UK)(KZ2 UK) F125 Super ICC/KZ1, Formula 210 National will each be limited to 40. The maximum number of starters in each race will be 40. The minimum number in each class will be 10. The Organisers reserve the right to cancel classes or combine classes for the heats / finals at their discretion, although every effort will be made to retain separate GRAND PRIX finals for each class if practical. Should any class be oversubscribed at the closing date for entries, preference may be given to any competitor who has already competed in two long circuit kart meetings in 2008. The Organisers reserve the right to refuse entries and the Organisers decision in this matter shall be final.

Entries will open on publication of these regulations and will close after receipt of first post on Saturday 5th July 2008. All entries should be sent to the Secretary of the Meeting at the address specified on the entry form. Entries received after the closing date specified above, will be considered 'late' and will be subject of a surcharge of **£25.00**.

The entry fee shall be:

Division 1 & 2 Superkarts,	For all other classes
£220 if paid by June 7 th	£210 if paid by June 7 th
£225 if paid between June 7 th & July 5 th	£215 if paid between June 7 th & July 5 th
OR equivalent in Euros at the time	£195 for BSA Champs. Rookies inc. Gearbox Masters Rookies

YOUR VERY 1st BRITISH GP - £160

N.B The fee is higher for Div. 1 & 2 because their pre-final and final are longer races than the other classes.

Cheques should be made payable to 'BSRC LTD'. An additional charge of £25 will be made for any cheque returned unpaid by the bank. Any competitor who fails to honour a cheque, once represented, may be reported to the MSA for further action.

International Superracekart Series ONLY - drivers competing in this series can either give their completed entry to their series organisers or can send it to Ian Rushforth either by post or e-mail (ian.rushforth@britishsuperkart.com). The entry fee can be paid on the day in cash. The above entry fee is for single event entry and the special fee for entering all of the seven events in the International Superracekart Series will be honoured.

Any entry received without payment will be automatically refused and returned to the sender (**except Superracekart Series Drivers who can pay on the day**). The Organisers will accept no responsibility whatsoever for entries, which are posted but which subsequently do not arrive within the time periods mentioned above.

Competitors canceling their entries prior to the closing date will receive a full refund. Entrants canceling their entries after the closing date but prior to 12.00 noon 12th July, will receive a full refund less £20 administration charge. Entrants canceling their entries after 12.00 noon on that day will forfeit their entry fee in its entirety. **ALL CANCELLATIONS OF ENTRY MUST BE MADE IN WRITING TO THE SECRETARY OF THE MEETING.**

6. TESTING:

Pre event testing, in sessions, will be organised by the Cadwell Circuit on Friday 18th July. For details and costs, please see attached Booking Form.

7. PADDOCK DISCIPLINE:

Except while on the course, no competing kart shall be driven at a speed exceeding 10 mph without the specific permission of the Clerk of the Course. Any competitor found in breach of this speed limit, particularly on the road between the paddock and the pitlane, will be subject to penalties laid down in MSA Regulations. Any unauthorised driving around the circuit, particularly at times outside of those specified in the timetable of events and official programme, by competitors or members of a team, is strictly forbidden.

8. FUEL:

There will be fuel available to purchase at the circuit for the International Superracekart Series drivers, all other drivers must pre-order the fuel. **Pre-ordered** quantities of the Control Fuel (ordered by using the attached form) supplied only by Carless Refining Ltd will be available for collection on Friday morning. All fuel must be carried in approved containers with secure stoppers / lids marked "Petroleum Spirit - Highly Inflammable".

9. SIGNING ON:

All competitors will sign on in the Race Administration Office situated in the main Race Paddock. Sign on times will be advised in the Final Instructions which will be issued prior to the event. All entrants and drivers Competition Licenses must be shown at signing on before proceeding to scrutineering.

All licences will be held by the Organisers until the end of the event. Competitors should make every effort to collect their licences as subsequent delivery by post cannot be guaranteed.

10. SCRUTINEERING:

All competitors and their vehicles must pass scrutineering tests before being eligible to practice or race. Any competitor or vehicle not presented to scrutineers by the start of the timed qualifying session will be deemed to have withdrawn their entry. All equipment must be clean when presented for scrutineering otherwise it will not be examined. In all classes a maximum of one chassis and two engines may be produced for scrutineering. Where applicable, each kart presented for scrutineering must have fitted a plastic transponder holder of a type suitable for the type of transponder to be supplied, before it can be passed and be eligible to practice and race. Competitors who do not already have a transponder holder, may purchase one at signing on at a cost of £5.00. On passing scrutineering, each chassis will be issued with a scrutineering label which must be affixed to the chassis in a clearly identifiable position to confirm to officials that the equipment has been declared eligible to compete.

11. BRIEFINGS:

Briefings may be held as necessary. Competitors will be advised of the timings and venue of any briefing meetings in Supplementary Regulations / Final Instructions. Notices to the same effect will be posted at signing on. It is the entire responsibility of competitors to ensure that they are conversant with the times and venues of any briefings held.

12. PRACTICE AND QUALIFYING:

Practice / qualifying sessions will take place on the morning of Saturday 19th July. Each class or classes that may be combined by the Organisers, will be given a free practice session and a qualifying session which will be timed. In order to race competitors must complete **AT LEAST** three observed laps. Any driver not receiving a Qualifying time will be placed at the rear of the grid for Race one.

Any competitor who does not complete three qualifying laps in the official practice session for their class may, at the Organisers discretion, be given three laps in a later session in order to qualify to race in the heats. These later sessions will not be timed and any competitor not setting a time in the official practice session for their class, will start their first heat from the back of the grid.

13. ASSEMBLY AREA PROCEDURE:

All karts must assemble in the Assembly Area, which is adjacent to the clubhouse, before the start of their practice or race. It will be the competitors responsibility to arrive at the Assembly Area in sufficient time. Failure to have a transponder fitted will mean that the competitor risks not having his / her presence on the track recorded, and will therefore be recorded as a non-finisher and receive maximum points.

14. MAINTENANCE TO KARTS DURING RACE, PRACTICE OR QUALIFYING

Should a kart require work to be carried out on it during a race, practice or qualifying session it MUST be done in the pit lane. Once a kart has been taken back to the paddock area it will be deemed to have retired from the session and will not be permitted back out onto circuit.

15. EVENT FORMAT

<p>Practice All classes will have a non qualifying practice session followed by a qualifying practice session on Saturday morning.</p> <p>Qualifying Heats Each driver will take part in two qualifying heats for which points will be awarded as follows:- 1st - 0, 2nd - 2, 3rd - 3, 4th - 4, 5th - 5 and so on. Non finishers and non-starters will be awarded the number of points equivalent to the number of karts entered in that particular class but not more than Forty (40). The grid for both of the qualifying heats in each class will be decided by the fastest single time from the qualifying practice session. Qualifying races will be of 6 laps duration</p> <p>Second Chance Heats (see note below if required) Will be of 8 laps duration</p> <p>Pre-Final The points scored in both qualifying heats will be added together with the lowest total setting pole in the pre-final. Any ties will be decided by the best qualifying practice times. Pre-final races for Division 1 & 2 Superkarts will be of 14 laps duration For all other classes the Pre-final races will be of 10 laps duration</p>	<p>Training Alle klassen hebben een vrije training sessie gevolgd door kwalificatie training op zaterdag morgen.</p> <p>Kwalificatie Elke coureur mag deelnemen in twee kwalificatie sessies waar de volgende punten voor te verdienen zijn; 1^{ste} - 0, 2^{de} - 2, 3^{de} - 3, 4^{de} - 4, 5^{de} - 5 en zo verder. Degene die niet finishen of starten krijgen het aantal punten gerelateerd aan het aantal karts in de bepaalde klasse maar niet meer dan veertig (40). Het start veld voor beide kwalificaties in elke klasse zal vastgesteld worden aan de hand van de snelste ronde tijd van de kwalificatie training. Kwalificaties zullen 6 ronden bedragen.</p> <p>Herkansing (zie opmerking hieronder indien van toepassing) De herkansing zal 8 ronden zijn.</p> <p>Pre-Finale De gescoorde punten in beide kwalificaties zullen bij elkaar opgesteld worden waarbij degene met de laagste punten op de eerste positie staat in de Pre-Finale. Bij een gelijk aantal punten gelden de snelste kwalificatie tijden. Pre-finale races voor divisie 1 en 2 karts zullen 14 ronden duren. Voor alle andere klassen zullen de pre-finale races 10 ronden zijn.</p>	<p><i>La séance d'essai.</i> Toutes les catégories auront une séance d'essai de non-qualification suivie par une séance d'essai de qualification le samedi matin.</p> <p><i>L'épreuve éliminatrice.</i> Chaque pilote participera à deux épreuves éliminateurs de qualification, les points pour lesquelles seront accordés selon le critère suivant : 1me-0, 2me-2, 3me-3, 4me-4, 5me-5 et cetera. Ceux qui ne finissent pas et ceux qui ne commencent pas recevront des points qui sont équivalents à la quantité des karts dans cette catégorie-là, mais qui n'est pas plus de quarante (40).</p> <p>On décidera la grille de départ de tous les deux épreuves éliminateurs de qualification dans chaque catégorie selon le meilleur temps unique dans cette catégorie.</p> <p>Les courses de qualification dureront six tours. Les épreuves éliminateurs de deuxième occasion (voir la note ci-dessous si on a besoin) dureront huit tours.</p> <p><i>La prefinale.</i> L'addition des points les plus bas obtenus en épreuves éliminateurs détermineront la top pole en prefinale.</p> <p>En cas d'un match nul, il sera décidé par le meilleur chrono en pratique de qualification. Pour les Superkarts de première et deuxième division, les prefinales dureront quatorze tours. Pour toutes les autres catégories, les prefinales dureront dix tours.</p>	<p><i>Trainingsspiel.</i> Alle Klassen haben ein Nichtsqualifikationstrainingsspiel und danach ein Qualifikationstrainingsspiel Samstag vormittags.</p> <p><i>Qualifikationskämpfe.</i> Jeder Fahrer nehmen an zwei Qualifikationskämpfen teil, dafür die Punkte wie folgt zuerkannt werden: 1.- 0, 2.-2, 3.-3, 4.-4, 5.-5 und so weiter. Nichtfinishers und Nichtstartern werden die gleiche Anzahl der Punkte wie die Anzahl der in dieser Klasse angemeldeten Gokarts, aber nicht mehr als vierzig zugesprochen. Die schnellste einzige Zeit von dem Qualifikationstrainingsspiel bestimmt den Startplatz bei beiden Qualifikationskämpfen in jeden Klassen. Qualifikationskämpfe dauern sechs Runden. Zweitechancekämpfe (sehen Notiz herunter,wenn gebraucht) dauern acht Runden.</p> <p><i>Das Vorfinaale</i> Der, der die wenigste Gesamtpunkte in den Qualifikationskämpfen bekommt, startet im Vorfinaale aus der Poleposition. Die beste Zeit in den Qualifikationskämpfen ist entscheidend im Fall eines unentschiedenen Rennens. Bei den Superkarts der ersten und zweiten Ligen dauern die Vorfinales vierzehn Runden. Bei aller anderen Klassen dauern die Vorfinales zehn Runden.</p> <p><i>Das Grand-Prix-Finale des MSA (britische ASN).</i> Das Resultat des Vorfinales bestimmt die Positionen am Startplatz bei dem Grand Prix (das Finale).</p>
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<p>MSA British Grand Prix Finals The result of the pre-final will decide the grid positions for the Grand Prix Race (final)</p> <p>The Grand Prix`s for F250 National, F125 Open, F125 ICC and F210 National will be of 12 laps duration. The Grand Prix`s for Division 1 & 2 Superkarts will be of 14 laps duration</p> <p>Division 1 Superkart and F250 National Should the entry list in these classes exceed forty then the driver list will be divided into A,B & C groups who will then compete against each other during three races. A.v.B, B.v C & A.v.C for points. These points will then decide the grid positions for the Pre-final. The fastest driver in qualifying practice will go to group A, second fastest to Group B and third fastest to group C and so on. When the entry list exceeds forty (40) it will be necessary to hold a Second Chance Heat. In this instance the top 30 points scorers from the qualifying heats will go direct to the pre-final and the rest will progress via a second chance race where the top ten will go to the pre-final. The grid for the pre-final will be formed by the top thirty points scorers at the front followed by the order of finishing the second chance heat.</p>	<p>MBA British Grand Prix finale Het resultaat van de pre-finale zal de start positie bepalen voor de Grand Prix Race (finale). De Grand prix's voor de F250 National, F125 Open, F125 ICC en F210 National zullen 12 ronden duren. The Grand Prix's voor de divisie 1 & 2 superkarts zullen 14 ronden duren.</p> <p>Divisie 1 Superkart en F250 National Indien het aantal deelnemers in deze klassen meer is dan veertig dan zal de deelnemerslijst verdeeld worden in A, B & C groepen die dan tegen elkaar zullen racen in drie races. A tegen B, B tegen C & C tegen A voor punten. Deze punten bepalen dan de start positie voor de pre-finale race. De snelste rijder in de kwalificatie race zal dan geplaatst worden in groep A, de op een na snelste in groep B en de derde snelste in groep C en zo verder. Indien de deelnemerslijst meer is dan veertig (40) zal het nodig zijn om een herkansing sessie te houden. In dat geval zullen de eerste 30 van de kwalificatie sessie direct naar de pre-finale gaan en de rest zal een herkansing race rijden waarvan de top tien naar de pre-finale gaan. De start positie voor de pre-finale zal worden gevormd door de top 30 vooraan direct gevolgd door de finish volgorde van de herkansing race.</p>	<p><i>Les Finales des Grand Prix MSA (ASN britannique).</i> Le résultat de la prefinale sera décisif pour l'issue des positions de la grille de départ lors de la Grand Prix (la finale). Les Grand Prix chez F250 National, F125 Open, F125 ICC et F210 National dureront douze tours. Les Grand Prix chez les Superkarts de la première et deuxième division dureront quatorze tours.</p> <p><i>Les Superkarts de la première division et F250 National</i> Au cas où la liste des entrances est supérieure de quatorze, on fera le triage de la liste des participants en des groupes A, B et C. Ces groupes-là se feront concurrence l'un à l'autre pendant trois courses- A contre B, B contre C, A contre C, pour obtenir des points. La grille de départ en prefinale est établie par ces points. Le pilot le plus vite lors l'entraînement de qualification ira au groupe A, le deuxième au groupe B, le troisième au groupe C, et cetera. Quand la liste des participants est supérieure à quatorze (40), il faudra avoir une épreuve éliminatrice de deuxième occasion. Dans ce cas-là, les trente pilotes qui ont obtenu les meilleurs résultats iront directement en prefinale. Ceux qui restent progresseront par une course de deuxième occasion, après laquelle les dix premier pilotes iront en prefinale. En prefinale, la grille de départ se composera des trente pilotes qui ont obtenus les meilleures résultats à la tête et ensuite les pilotes dans le même ordre de celui lors de la fin de l'épreuve élémentaire de deuxième occasion.</p>	<p>Bei F250 National, F250 Open, F125 ICC und F210 National dauern die Grand Prix zwölf Runden. Bei den Superkarts der 1. und 2. Ligen dauern die Grand Prix vierzehn Runden.</p> <p><i>Superkarts der 1. Division und F250 National.</i> Falls die Meldungsliste bei diesen Klassen vierzig übersteigt, werden die Fahrerliste in den Gruppen A, B und C geteilt. Folglich machen diese Gruppen sich während drei Kämpfe- A gegen B, B gegen C, A gegen C- um Punkte gegenseitig Konkurrenz. Diese Punkte bestimmen dann die Positionen am Startplatz beim Vorfinale. Der schnellste Fahrer beim Qualifikationstrainingsspiel gehen in Gruppe A, der zweite in Gruppe B, der dritte in Gruppe C und so weiter. Wenn die Meldungsliste vierzig überstreite, ist es nötig, einen Zweitchancekampf abzuhalten. In diesem Fall gehen die dreißig Fahrer, die während der Qualifikationskämpfe die meisten Punkte machen, direkt zu Vorfinale. Der Rest machen Ihren Weg durch einen Zweitchancekampf, wonach die beste zehn Fahrer zu Vorfinale gehen. Der Spielplatz des Vorfinales werden von den dreißig Fahrer, die die meisten Punkte machen, an der Spitze und danach von Fahrern in der Endereihenfolge des Zweitchancekampfes bildet.</p>
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16. GRIDS:

For all races, karts will be set out on a dummy grid in the Assembly Area and when released they will follow the Pace Car for one and a bit warming up lap prior to the race start being given as in section 18 below.

Grid formations will be 2 x 2 x 2 up to a maximum of 40 karts.

17. RACES:

All races will be from a **slow rolling start** after a formation lap behind a Pace Car. In all classes, competitors will be allocated two qualifying heats of **6 laps duration** as scheduled in the event timetable to be published with the Final Instructions and the Official Programme. Each competitor will then qualify for the pre-final of **10 laps duration**.

If required a second chance race will be of **8 laps duration**.

Competitors who have successfully qualified through the heats, Second chance race (where necessary) and pre final will then be eligible to start in the GRAND PRIX race.

Any competitor not running in their specified qualifying heat cannot be added to any other grid.

Any competitor who has successfully qualified through the heats but fails to start or finish the pre-final, may start at the back of the GRAND PRIX grid in the order determined by the Organisers.

Any competitor attempting to enter a heat or final for which they are not eligible, will be committing a breach of the General Regulations of the MSA and will be excluded from the event

18. STARTING PROCEDURE - ALL RACES:

Starts will be moving with light signals at the start, a pace car will be used on the green flag lap. Karts will follow the pace car on their formation lap from the assemble area. The pace car will pull off into the pit lane, leaving the karts to continue to the start line and the lights. The grid formation will be two distinct rows with karts one behind the other (not staggered but in line) and will approach the start lights in a slow rolling formation in first gear at a SLOW speed. The pole man will lead the way. An imaginary line across the circuit will be marked using two cones one each side of the circuit. These will be situated where the transponder loop is across the circuit.

It is forbidden to break formation or pass another kart until you have crossed between the cones.

The transponder signals will be used to judge grid jumping. The timekeeper will be Judge of Fact

STARTS WILL BE AT THE GOING OUT OF THE RED LIGHTS, which will be as the pole man crosses the start/finish line

19. ABORTED STARTS:

- i) Should it be necessary for any reason to abort the start, prior to the withdrawing of the Pace Car, the red lights will remain at red. The Pace Car will continue to use its yellow roof lights and will not pull off the circuit but will continue slowly around the circuit to attempt another start OR return the karts to the restart Parc Ferme Area, which shall be situated on the Startline Grid.
- ii) If the start has to be aborted after the Pace Car has withdrawn, the red lights will remain at red and the Pace Car will rejoin the circuit at the bottom of the Mountain. All karts will re-form behind the Pace Car and will complete one more lap of the circuit before taking the race start. Competitors should be aware that if the race start is aborted more than once karts will be halted on the STARTLINE behind the Pace Car prior to a massed briefing by the Clerk of the Course. Persistent aborted starts may result in the cancellation of races and the decision of the Clerk of the Course in this matter will be final.

20. PRACTICE & RACE STOPS - Should the need arise to stop a race for whatever reason, the red lights will be switched on at the Startline and Red Flags will be shown at each Marshals Post around the circuit. All competitors should slow down and return to the re-assembly point, which will be the start/finish line unless otherwise designated in the Final Instructions. This area will automatically be considered PARC FERME until such time as the Clerk of the Course announces that Parc Ferme conditions are lifted. In qualifying/practice the Parc Ferme rules will be lifted and all competitors will be allowed to continue with the qualifying/practice session assuming their kart is safe to do so.

(a) If 25% or less of the race distance has been completed by the leader, the race shall be abandoned, or if possible, the race should be re-run in its entirety. Unless re-run the race will be null and void.

(b) If more than 25% but less than 75% has been completed by the leader, the Clerk of the Course shall, at his discretion, decide to :

1. Abandon the race. In which case the race (result) shall be declared as the order of finishing behind the race leader on the last full lap completed by him less one lap and before the race was stopped.

OR

2. Consider the race suspended and run it as a two part race. In this case the karts will be restarted in a single file, rolling start. The starting order for the second part of the race shall be the order at the last full lap completed by the leader, before the race was stopped. "Drivers one lap down" shall be put in their correct position i.e. behind the drivers on the same lap as the leader. The race distance shall be the number of laps required to make up the full distance. The finishing order of the second part, shall be the finishing order of the race (drivers "one lap down" in the first part shall be deemed to have finished the race "one lap down" unless they have unlapped themselves).

OR

3. Re-run the race in its entirety

If the race is to be re-run or completed the following will apply:

While the race is stopped, the whole course shall be considered as parc ferme and no work may be carried out to any kart. Mechanics will not be allowed on the circuit until permission is given by the Clerk of the Course and they, or Incident Marshals already on the circuit, shall not approach or touch any kart until permission is given. If/when authorised by the Clerk of the Course spark plugs may be changed and finger adjustments may be made to the carburettor settings. If a kart leaves the circuit during the stoppage it will not be permitted to rejoin race. Any kart not racing before the incident, that caused the race to be stopped, shall not rejoin the re-started race. Karts involved in the incident that gave rise to the stoppage or who subsequently stopped racing prior to the displaying of the red flag because of the incident, may only re-join the race if the Clerk of the Course, in consultation with the Chief Scrutineer, is satisfied that a kart is safe to continue without repair, and the Chief Medical Officer is satisfied a competitor is fit to continue racing and they must start at the rear, whether it is run over the full race distance or as a two part race. Those karts that stopped after the incident that gave rise to the stoppage because they were instructed to do so or because the track was blocked, may join the re-started in their proper place. Exceptionally, if it is decided to run the race in its entirety but becomes necessary to remove all karts from the circuit, repairs may be made and all karts that came under starters orders for the original race will be permitted to start the re-run race from the dummy grid in their original positions

(c) If 75% or more of the race distance has been completed by the leader, the race will be deemed to have ended. The race result shall be declared as the order of finishing behind the leader on the last full lap completed by him less one lap and before the race was stopped.

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.

Should these percentages not result in a full number of laps, the decimals will be discarded.

Once Parc Ferme restrictions are lifted, the pace car will be positioned at the head of the Parc Ferme Grid. The Pace Car will then leave when told to begin the restart procedure. There will be a period NOT EXCEEDING FIVE MINUTES between the lifting of restrictions and the departure of the Pace Car. At this point pushers will be allowed to take up their positions. Any competitor who is not able to get going at the restart will have to leave the circuit into the assembly area/pit lane and if able, rejoin under supervision at the back of the grid once the race has started

21. PRACTICE & RACE FINISH PROCEDURE:

On completion of the practice or race, as signaled by the use of the chequered flag, karts will slow down and complete a lap of the circuit, exiting the track at the mountain section of the circuit. All karts will proceed to Parc Ferme, being prepared to report for weighing, noise control, fuel checking, or other technical check if requested to do so by an Official of the Meeting. The first six placed finishers in each class in each race together with any other competitor (s), requested by the Clerk of the Course or the Stewards of the Meeting, will be subject to these checks. Any competitor failing to comply with these requirements may have their times for the session disallowed or be excluded from the heat or final. Where appropriate, transponders will be removed in the Parc Ferme Area, to be fitted to other karts in the meeting. If by means of accident or mechanical failure, any kart is unable to proceed directly to Parc Ferme, it is the responsibility of the competitor concerned, to ensure that the transponder is returned immediately to the Officials based in the Parc Ferme Area. At the end of each GRANDS PRIX race, the first three classified finishers should report immediately to the Grand Prix Podium for the garland presentation

22. RESULTS

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.

23. WEATHER:

If due to climatic conditions the circuit is declared "wet" by the Clerk of the Course, competitors will only be allowed to start if they have fitted suitable wet weather tyres to all four wheels and have switched on their hazard light. At no time may a kart be fitted with a mixture of wet and dry tyres.

24. FLAG SIGNALS:

Flag signals will be given in accordance with MSA Regulation J.16. All competitors must be fully conversant with the regulations concerning the use of this flag signal in view of the possible implications of judicial action that may be taken following an instance of non-compliance.

25. RESULT SHEETS:

Provisional qualifying times, grid sheets and race result sheets will be posted on the Official Notice Board in the Race Administration Office in the Main Paddock as soon as possible after each event. Copies will be available from Race Administration soon afterwards.

26. JUDGES OF FACT

Judges of Fact will be appointed to adjudicate on race starts and race finishes. Clerks of the Course will automatically be considered as Judges of Fact for this purpose. Other Judges of Fact will include the Start / Finish Line Judges, the Chief Timekeeper and Lap Scorers. The judges of fact will be named either in the final instructions or before the start of the meeting

27. OFFICIALS OF THE MEETING:

Stewards of the Meeting: MSA Steward - Jerry Blyth. Club Stewards - Hedley Mickleburgh & Ray Kavanagh
Event Director: John Osborne
Clerks of the Course TBC
Deputy Clerks of Course: TBC
Pace/Safety Car Driver TBC
Secretary of the Meeting: Ian Rushforth
Secretariat Julie Dredge, Jill Walker, Leslie Allen
Chief Observer John Watson
Chief Incident Officer TBC
Judge of Facts Anthony Smith (Starts), TBA (Driving Standards)
Chief Scrutineer: Ernie Salmon
Technical Scrutineer Colin Ringham
Scrutineers Tony Rampling, Kevin Knights, Mike Streek, Heinz Irsch, Dieter Lohmann
Chief Timekeeper: Anthony Smith
Chief Medical Officer: TBC
Chief Startline / Pits Phil Tomlin
Chief Paddock / Assembly Jane Knights
Commentator Ken Walker

28. AWARDS:

Any prize monies later announced and trophies to the following scale will be awarded to the leading classified finishers in the 2008 MSA BRITISH SUPERKART GRAND PRIX in each class:

Trophies to 10th place if a class exceeds 40 entries

Trophies to 8th place if a class has between 35 and 40 entries

Trophies to 6th place if a class has between 30 and 34 entries

Trophies to 5th place if a class has between 20 and 29 entries

Trophies to 4th place if a class has 19 entries or under

The six GRAND PRIX Final Winners will also receive the special "GP" No. Plates to use until the 2009 event.

29. PROTESTS:

Protests must be lodged with the correct fee, within 30 minutes of the time of publication of the provisional results, in accordance with MSA Regulations.

30. PRIZE PRESENTATION:

The presentation of all awards in the 2008 MSA BRITISH SUPERKART GRANDS PRIX will take place in the Marquee, in the Main Paddock 45 minutes after the end of the last race on Sunday 20th July. All award winners must attend in person to be eligible to receive their awards. Failure to attend in person will mean the forfeiture of the award. All other competitors are welcome to attend.

31. TECHNICAL REGULATIONS:

Division 1 & 2 Superkarts - All karts must comply with the 2008 CIK regulations for Division 1 & 2 Superkarts.

F250 National - All karts must comply with MSA Kart General, Technical and Safety Regulations and the specific regulations within the 2008 British Superkart Association Regulations Booklet for the F250 National Class.

The Rotax 257 engine may be used in either 5 or 6 speed format. 5" or 6" diameter wheels and tyres may be used.

F125 Open - All karts must comply with MSA Kart General, Technical and Safety and the specific regulations within the 2008 British Superkart Association Regulations Booklet for the F125 Open Class.

F125ICC - All karts must comply with MSA Kart General, Technical and Safety and the specific regulations within the 2008 British Superkart Association Regulations Booklet for the F125 ICC UK Class.

F125 Super ICC/KZ1 - All karts must comply with MSA Kart General, Technical and Safety and the specific regulations within the 2008 MSA Kart Race Yearbook for F125 Super ICC/KZ1 and specific L/C regulations regarding rear hazard light and rear wheels detailed within the 2008 British Superkart Association Regulations Booklet

General (All competitors)

i) **CONTROL FUEL:** The fuel for all classes EXCEPT F210N, F125 ICC (UK) and F125 Super ICC/KZ1 will be supplied by Petrochem Carless Ltd. This fuel, which must be pre-ordered using the attached form will comply to the respective class regulations. i.e CIK 102 octane & MSA 100 octane

At the discretion of the Clerk of the Course, Stewards of the Meeting, Technical Commissioners of the MSA or the Chief Scrutineer of the Event, fuel samples may be taken for analysis. Competitors should be aware of the implications of non compliance with these regulations concerning the use of fuel other than that which is specified above.

ii) **NOISE CONTROL:**

DIVISION 1 & 2 - In accordance with the 2008 CIK regulations

F250 NATIONAL - In order to reduce the noise, efficient exhaust silencers are compulsory. The noise limit in force is 102 dB/a 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.

THIS CLASS IS SUBJECT TO MSA NOISE REGULATIONS

F125 OPEN, F125ICC(UK), F125 Super ICC/KZ1 & F210 NATIONAL - In order to reduce the noise, efficient exhaust silencers are compulsory. The noise limit in force is 102 dB/a 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 7000 rpm (5500 in F210N).

N.B. SUBJECT TO MSA NOISE REGULATIONS

Any competitor found not to comply with the regulations is liable to exclusion from the practice / race session and may not be allowed to participate further in the meeting until he / she has satisfied the Organisers that the vehicle can comply with the regulations.

iii) **TYRES:**

Division 1 & 2 Superkarts

Number of tyres are open for the 2008 MSA BRITISH SUPEKART GRAND PRIX

F250 National

All drivers competing in the MSA British Championship must comply with the Championship regulations for the two GP Qualifying heats (these are Championship qualifying rounds). Thereafter Number of tyres are open.

F125 Open

All drivers competing in the MSA British Championship must comply with the Championship regulations

Number of tyres are open

F210N, F125ICC (UK) & F125 Super ICC/KZ1

Must use the tyre designated in their class rules. Number of tyres are open

iv) **NUMBER PLATES AND DECALS:** All karts must carry square number plates as defined in the MSA regulations

The Organisers will respect competitors preferred competition numbers wherever possible, but reserve the right to allocate numbers as necessary.

All of the 2007 GP Champions should run the GP no. plates please.

The FIACIK European Championship numbers from the 2007 Championship will be respected and given preference over all others. Except the British Champion who will run No. 1.

The European Champion will run "E"

Competitors may be required to display event sponsor decals on each side of their kart. Such decals will be sent with Supplementary Regulations / Final Instructions or issued at Signing on and should be in place when the kart is presented for scrutineering.

32. ADMISSION TO THE CIRCUIT:

Please Note: There is no admission to the paddock before 18.00 hrs on Thurs 17th July as there will be track days in progress.

Admission to the circuit will be by means of personnel passes. All classes will be issued with 6 personnel passes.

Additional personnel passes can be obtained from the Ticket Office at Cadwell Circuit (Tel: 01507 343248) but these DO NOT admit vehicles to the Main Paddock. PLEASE DO NOT attempt to leave passes for collection at the entrance gates as Security Staff have been instructed not to accept them unless authorised by the Circuit Management.

33. COMPETITORS PARKING:

When you arrive at the circuit, please park in accordance with the paddock plan to be issued with Supplementary Regulations / Final Instructions. PLEASE CO-OPERATE WITH THE INSTRUCTIONS OF THE PADDOCK MARSHALS / CIRCUIT STAFF AND DO NOT TAKE UP MORE SPACE THAN IS ABSOLUTELY NECESSARY. To comply with Health & Safety Regulations,

Competitors are advised that all reasonable steps are taken to ensure that overnight parking in the main paddock area is secure but it is stressed that no liability of any kind will be accepted by the Organisers, Operators, Promoters or Landowners for any claim that arises from loss or damage to property left unattended.³

34. USE OF MOTORCYCLES / QUAD BIKES / CYCLES:

Due to the rigorous implementation of all relevant safety policies, the riding of motorised paddock bikes are strictly forbidden. This is to comply with Health & Safety Executive requirements. Competitors are reminded that they are responsible for the actions of anyone associated with their entry who have accompanied them onto Cadwell property. Any person found in breach of this regulation will be deemed to be a trespasser and will be required to leave Cadwell property immediately.

35. NOISE RESTRICTIONS:

It is forbidden for any racing engines to be started within the confines of the circuit before 08.30 hrs or after 18.30 hrs on any day. We very much want you to enjoy yourself at the Grand Prix but please respect other people and keep your noise down to a minimum especially late at night. Curfew hour for noise is 12 midnight.

36. TELEVISION AND ADVERTISING:

The intellectual and commercial rights to all pictures taken at the circuit reside with the Circuit Operators. The Organisers may have the meeting filmed for broadcast and retail video purposes. Competitors are reminded that the mandatory provisions of the agreement regarding tobacco sponsorship / advertising must be respected.

37. GENERAL:

The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of any such curtailment, no competitor or entrant shall have any right to claim against the Organiser for any loss or expense that may thereby be incurred. No animals whatsoever are allowed inside the confines of the circuit property. Any person found to be in breach of this regulation will be deemed to be a trespasser and will be required to leave immediately. All competitors should be fully aware that they are responsible, not only for themselves but also their mechanics and any other person associated with them whilst in attendance at the meeting and / or whilst on the property of MSV. The behavior of all persons is expected to be of the highest caliber at all times, befitting the status of a 'British Event' and in accordance with MSA Regulations.

No person may use any motorised vehicle on the circuit during the period (i.e. overnight) that the circuit is closed. Any person found in breach of this will be deemed to be a trespasser be required to leave Circuit property immediately and will not be re-admitted, whether an entered competitor or not.

38. TRAVEL SOLUTIONS

The MSA British Superkart GP has adopted Sport Travel Solutions as its official travel consultants and they will be able to help you obtain a very competitive rate for your ferry crossing. Just contact Julie Warnes on 01347 821952 or visit www.sporttravelsolutions.co.uk

NEED A FERRY CROSSING

Contact Julie Warnes @ Sport Travel Solutions

We guarantee an excellent service and competitive rates with all ferry operators

Tel/Fax 01347 821952

8 Moorfields, Raskelf, York.YO61 3UZ

e-mail Julie@sporttravelsolutions.co.uk

website www.sporttravelsolutions.co.uk

Special fares for British Superkart Grand Prix Competitors

WHERE TO STAY

For more information about Cadwell Park log on to:

www.motorsportvision.co.uk/cadwell-park/circuits/cadwell-park.asp

HOTELS :	
THE ROYAL OAK INN, (2 miles)	01507 600550
KENWICK PARK HOTEL, Louth (5 miles)	01507 608806
WINDMILL HOTEL , Alford (7 miles)	01507 463377
HALF MOON , Alford (7 miles)	01507 463477
ADMIRAL RODNEY HOTEL , Horncastle (7 miles)	01507 523131
BEAUMONT HOTEL, Louth (7 miles)	01507 605055
BED & BREAKFAST :	
THE TRAVELLER B&B, (1mile)	01507 602765
THE OLD SCHOOL HOUSE, (3miles)	01507 343845
THE BLACK HORSE, Donington on Bain, (3miles)	01507 343640
GOULCEBY POST , Ford Way, Goulceby (3 miles)	01507 343230
THE OLD SCHOOL HOUSE , Greetham, Horncastle (7 miles)	01507 588698
THE OLD RECTORY , South Willingham (7 miles)	01507 313584
GRANGE FARM HOUSE , Maltby le Marsh (10 miles)	01507 450267
THE GREEN MAN , Scramblesby, Louth (1 mile)	01507 343282
JOLLS FARMHOUSE. Greetham (7miles)	01507 588632
THE OLD CHAPEL , South Willingham (7 miles)	01507 313395
JOLLS BED & BREAKFAST , Greetham (7 miles)	01507 588632
WEST VIEW , Cockerington (10 miles)	01507 327209
SELF CATERING :	
A LOFT IN LOUTH , (3 miles)	01507 604128
WOLDSVIEW COTTAGE , Baumber, Nr Horncastle (6 miles)	01507 578263

ENTRY FORM

MSA BRITISH SUPERKART GP

AT CADWELL PARK ON JULY 19/20th 2008

DRIVERS NAME _____

ADDRESS _____

_____ CODE _____

HOME TEL. NO. _____ MOBILE TELEPHONE NO. _____

e-mail address:	
ENTRANTS NAME (If Applicable)	ENTRANTS LICENCE NO.
DRIVERS LICENCE NO.	TRANSPONDER NO.

I AM IN POSSESSION OF A LICENCE (Please TICK type)	National A	Int. C	Int. B	Int. A	I AM A LONG CIRCUIT NOVICE WITH NAT. A LICENCE. (please tick)	
--	------------	--------	--------	--------	---	--

KART _____	NUMBER REQUESTED
ENGINE _____	

CLASS (please tick class)

Superkart Division 1	Superkart Division 2	F250 National	F125 Open	F125 ICC	F210 National	Historic Kart Demonstration

MY AGE IS _____ (If applicable, state over 17 years) SIGNATURE _____

Any entry which is signed by a person under eighteen years of age must be counter-signed by that person's parent or guardian, whose full name and address must also be given.

NAME _____ ADDRESS _____

_____ CODE _____

SIGNATURE OF PARENT OR GUARDIAN _____

NAME AND ADDRESS OF A RELATIVE OR FRIEND THAT SHOULD BE INFORMED IN THE EVENT OF A SERIOUS ACCIDENT _____

PLEASE MAKE THE CHEQUES PAYABLE TO :- THE BRITISH SUPERKART KART RACING CLUB	SEND TO: 6 Mansfield Ave, Quorn, Loughborough, LEICS. LE12 8BD ian.rushforth@britishsuperkart.com
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The entry fee shall be:

Division 1 & 2 Superkarts, £220 if paid by June 7 th £225 if paid between June 7 th & July 5 th OR equivalent in Euros at the time	For all other classes £210 if paid by June 7 th £215 if paid between June 7 th & July 5 th £195 for BSA Champs. Rookies inc. Gearbox Masters Rookies
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YOUR VERY 1st BRITISH GP - £160



YEAR 2008 'BSA KART CHAMPIONSHIPS' CONTROL FUEL ORDER FORM.

For the delivery of "PETROCHEM CARLESS CONTROL FUEL" direct to the British Grand Prix.

Control Fuel Type

**Division 1 & 2 Superkarts - Order - Hyperflo 250
F250 National & F125 Open or other classes - Order - Hyperflo Kart**

Team or competitors name:

Contact name:

E-mail address:

Contact telephone number:

Mobile telephone number:

Number of 25 litre cans required at £67.50 each inclusive of VAT:

Division 1 & 2 Superkarts - Hyperflo 250 (102 Octane) _____

Other Classes - Hyperflo Kart (100 Octane) _____

If an invoice is required – full invoicing address:

Credit or debit card details used for payment (excludes American Express).

Card type:

Card number:

Name as shown on card:

Issue date (debit cards only):

Expiry date (debit and credit cards):

Three digit security number:

Total payment:

Return this form to carless@vitalequipment.co.uk no later than the **Tuesday** prior to the event.

TELEPHONE ORDERS TO 05601 168546

MOTORSPORT VISION LIMITED

TESTING BOOKING FORM



OFFICE USE ONLY			
Booked In:		Sessioned:	
Reservation Number:		Confirmed:	
Date Received:		Amount Paid:	

Date of Testing Required:			
Session Required:	AM	PM	FULL * please circle
Type of Machine	CAR	MOTORCYCLE	SIDECAR KART * please circle
1 st Machine	Type / Model	Engine Capacity	CC
2 nd Machine	Type / Model	Engine Capacity	CC

Name of Rider / Driver:			
e-mail Address:			
Postal Address:			
	Postcode:		
Telephone Number:			
Additional Rider / Driver			

PAYMENT DETAILS			
Please charge my credit / debit card:			
Card Type:			
Card Number:	<input type="text"/>		
Start Date:		Expiry Date:	
Issue Number: (Switch / Maestro)		Security Number:	
Name of Cardholder:			
Postal Address:			
	Postcode:		

PLEASE RETURN COMPLETED FORM TO:
TESTING DEPARTMENT, CADWELL PARK, VENUE OFFICE, LOUTH, LINCS, LN11 9SE.
TEL: 01507 343248 FAX: 01507 343519

British Superkart GP Test Day - Friday July 18th
All Day - £99





Complete brake systems to suit all makes and models of karts



250cc SUPERKART BRAKE SYSTEM



Kit includes :
4 pot front calipers c/w pads, 6 pot rear caliper c/w pads
Twin master cylinder with bias adjustment, (Remote cable adjuster available)
Radially or cross drilled discs, Complete front stub axle assembly
Brake pipe kit, Rear disc carrier, Brake fluid

125 ICC BRAKE SYSTEM

Kit includes :
2 pot front calipers c/w pads, 2 pot GTK rear caliper c/w pads
Twin master cylinder with bias adjustment (Remote cable adjuster available)
Fully vented discs all round, stub sleeves to suit 17mm or 25mm stub axles
Brake pipe kit, Rear disc carrier, brake fluid
CIK/FIA Homologation



LASER ALIGNMENT



“Everything you will ever need for every kart you will ever own”
The Eagle eye Master Kit from R3 Racing contains all elements of the Eagle eye laser alignment system so whether you race Cadet, Sprint, Gearbox or Superkart the Master Kit will allow you to accurately align not only your front set up but your chassis as well.

Also included is the MKII Steering Wheel Lock which enables you to lock your steering centrally for precise front end adjustments and finally the highly practical Chain Wheel Aligner which is available to suit either 4mm or 7mm wide chain wheels.

***All items contained in the master Kit are also available to buy separately**



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Tel : +44 (0) 1296 658300
Fax : +44 (0) 1296 658301
www.r3racing.co.uk/links.php

Visit us in our awning near parc ferme at the British GP at Cadwell Park