



## STRETTON CIRCUIT SPRINT SERIES RULES AND REGULATIONS 2022

### Introduction

These regulations provide the basis on which Sprint karting events will be run and are intended to provide a fair basis for all drivers and to keep costs under control. Stretton Circuit have endeavoured to keep the series fresh by introducing changes that bring a new challenge to our established driver pool. We hope that you will enjoy the series and enter into it with the spirit reflected throughout the following document.

The relationship which Stretton enjoys with its drivers is one which we cherish and one that we work very hard to maintain by ensuring that there is always a transparent process for discussions and new ideas to be introduced.

The following document lays out the basis of the rules for the 2022 season but you are advised to join the **Stretton Circuit Facebook group** to be kept up to date with any changes.

Results are available for download on the Stretton Circuit Web site ([www.strettoncircuit.co.uk](http://www.strettoncircuit.co.uk))

We hope that the changes outlined here will make the 2022 season an exciting one which will bring new challenges to the established racers and introduce new drivers to the unique atmosphere that racing at Stretton Circuit brings.

Racing at Stretton Circuit aims to provide as many opportunities as possible for drivers of all ages and abilities to compete in sprint racing.

This document contains information on the following classes;

**THERE ARE CHANGES TO CLASS STRUCTURES FOR 2022**

### Honda Prokart

Class name	Engine	Weight	Tyres
Honda Pro Extreme	Twin Honda GX200 Pro Extreme (Sealed by RPM)	185kg	YDS/SL1
Honda Clubman	Twin GX160	180kg	YDS/SL1
Honda Modified	Twin GX160	180kg	YDS/SL1
Junior pro kart	Twin GX200 (sealed with 15mm restrictor plates)	165KG	YDS YFD WETS

### Cadet

Class name	Engine	Weight	Tyres
IAME Cadet	IAME Parilla Gazelle 60cc	103Kg	Slicks Dunlop LS3
Comer Cadet	Comer W60 60cc	103kg	
Honda Cadet	<b>CADETS ARE PERMITTED TO RUN EITHER STD EXHAUST OR MSA DEPHC1600</b>	103Kg	Wet Dunlop KT3'
Extreme Cadet		GX200 Pro Extreme (Sealed by RPM)	

### Junior 2 strokes

Class name	Engine	Weight	Tyres
Junior 2 strokes	Mini Max Junior Max Junior TKM Junior Blue Junior X30	135Kg 148Kg 135Kg 135Kg	Slicks - ANY USED Tyre for all classes  Wets - ANY wet tyre (new permitted)

### Adult 2 strokes

Class name	Engine	Weight	Tyres
Adult 2 Stroke	Rotax Rotax Heavy Rotax Evo Rotax Evo Heavy Tkm Tkm Heavy	162Kg 177Kg 164kg 177kg 152kg 160kg	Komet Red, Komet Wets Mojo D5 slicks W5 Wets
There will be an heavyweight class this season for anyone who is 7kg or more over the max weight.			
<b>Any karts not listed above (e.g. Iame X30, KF etc) will run in the 'Open' Class. Please see below table or view further information for the various classes online <a href="#">here</a>.</b>			

### Open Class

Class name	Engine	Weight	Tyres
Open Class	ANY other 2 or 4 stroke kart without front brakes	160kg	Open choice

### TKM

Class name	Engine	Weight	Tyres
Senior Senior Heavy	TKM Senior  Blue Restrictor No Restrictor TKM Heavy	132kg Black 139kg Gold 146kg Blue 152kg No restrictor Heavy/Masters	Maxxis Green  Maxxis old or new age

		<b>160kg No restrictor</b>	
<b>TKM Juniors</b>	<b>TKM Junior</b>	<b>123kg Black</b> <b>128kg Gold</b> <b>135kg Blue</b> <b>142kg Purple</b> <b>148kg No restrictor</b>	<b>Maxxis Green</b> <b>Maxxis old or new age</b>

## 1. GENERAL

Registration is deemed acceptance of Stretton Circuit regulations but we reserve the right to refuse or suspend registration of a driver to protect the best interests of Competitors and Organisers.

Each driver entered must have studied these regulations in full and signed a declaration of indemnity before taking part in any event.

The itinerary has been arranged as detailed below, however Stretton Circuit reserves the right to alter this if circumstances require. No refund, either in full or part, will be given to participants barred from the race by Stretton Circuit Officials for non-observance of the rules or in the event of cancellation part way through a meeting.

The minimum age for entry in the senior class is 13 years **if they have demonstrated a level of competence which will not endanger themselves or their fellow competitors.**

Championship entry is conditional upon each competitor surrendering his/her rights for filming or photography for use in Stretton Circuit marketing. Permission to use such material is assumed.

## 2. SAFETY

Emphasis is on the safety of the kart in respect of securely fitted bumpers, seats and other equipment; freedom from sharp protrusions which could cause injury or damage and correct operation of the brake/throttle and steering.

***Please note that fuel caps must be secure and, if found to be loose or defective, must be replaced before the team is permitted to race.***

All drivers will be required to wear suitable protective clothing. Overalls designed specifically for racing should be used. Waterproof over suits may be used in bad weather but must be used over the top of a protective racing suit. Full-face crash helmet with visor, racing gloves and footwear providing suitable protection for the ankles are compulsory. No tools or additional ballast to be carried on driver's person.

Race wear is available to hire should drivers require.

The presence of officials trained in first aid will be statute.

Any driver found or suspected of taking alcohol or any other drug or prohibited substance will be immediately barred from any further part in the meeting.

## 3. RACE PROCEDURE

A Clerk of the Course will be appointed for each event and will have full control over the event with the power to stop and/or penalise drivers/team causing a danger of breaching regulations.

On arrival all drivers must report to reception and sign on to race and all drivers must attend the briefing by the Clerk of the Course or the Race Director prior to the first practice session.

Each meeting will run as follows (times may vary):

Signing on	08.30am – 09.30am
Scrutineering	09.30am – 10.00am
Official Practice	10.00am – 10.45am
First Race	11.30am

#### 4. POINTS SCORING SYSTEM AND DATES

Please take time to read this section as it contains some changes from previous years.

The SCSS SUMMER SERIES in 2022 will be run over 8 rounds, with 7 rounds to count in all Championships.

The SUMMER series will run in

April, May June, July, August, September, October, November

Minor end of season awards will be given (1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>) but the series emphasis is very much on the OVERALL CHAMPIONSHIP which is the combination of points gained.

Listed below are the dates of all race meetings for 2022

#### SERIES DATES

- Round 1- April 10<sup>th</sup> 2022- Normal Layout
- Round 2- May 8<sup>th</sup> 2022- Carousel Layout
- Round 3- June 12<sup>th</sup> 2022- Reverse Layout
- Round 4- July 10<sup>th</sup> 2022- Normal Layout
- Round 5- August 7<sup>th</sup> 2022- Carousel Layout
- Round 6- September 11<sup>th</sup> 2022- Reverse Layout
- Round 7-October 9<sup>th</sup> 2022- - Normal Layout
- Round 8- November 13<sup>th</sup> 2022- Carousel Layout

#### Heat and Final Points progression.

<u>Heats</u>		<u>Final</u>	
1st	: 24 points	1 <sup>st</sup>	: 100 points
2nd	: 23 points	2 <sup>nd</sup>	: 95 points
3rd	: 22 points	3 <sup>rd</sup>	: 90 points
4th	: 21 points	4 <sup>th</sup>	: 85 points
5th	: 20 points	5 <sup>th</sup>	: 80 points
6 <sup>th</sup>	: 19 points	6 <sup>th</sup>	: 75 points
7th	: 18 points	7th	: 70 points
8th	: 17 points	8th	: 65 points
9th	: 16 points	9th	: 60 points
10th	: 15 points	10th	: 55 points

11th	: 14 points	11th	: 50 points
12th	: 13 points	12th	: 48 points
13th	: 12 points	13th	: 46 points
14th	: 11 points	14th	: 44 points
15th	: 10 points	15th	: 42 points
16th	: 9 points	16th	: 40 points
17th	: 8 points	17th	: 38 points
18th	: 7 points	18th	: 36 points
19th	: 6 points	19th	: 34 points
20th	: 5 points	20th	: 32 points
21st	: 4 points	21st	: 30 points
22nd	: 3 points	22nd	: 28 points
23rd	: 2 points	23rd	: 26 points
24th	: 1 points	24th	: 24 points

If there are more than 24 finishers in a heat each finisher after 24<sup>th</sup> will receive 1 point in the heats and in the final 24 points

In the event of a tie for any of the final Championship positions at the end of the season, the advantage will go to the driver with the highest number of race wins in heats and finals throughout the season. If these are equal the driver with the highest score in the last scoring round will be awarded 1 extra point.

In the event of a tie for any single round positions, highest placed in the final will prevail.

In the event of a tie for grid positions, fastest lap in the previous heat will prevail.

### **Prices**

**Members pre sign £40**

**Members on the day £50**

**Non-members pre sign £50**

**Non-members on the day £60**

**ALL PLUS £10 TX HIRE**

**(Pre-paid entries must be received by the proceeding Friday of an event)**

You are actively encouraged to purchase your own transponder.

IF YOU LOSE A TRANSPONDER YOU WILL BE CHARGED £160 TO REPLACE IT SO PLEASE ENSURE THAT IT IS CORRECTLY FASTENED TO THE KART USING AN AMB TRANSPONER HOLDER.

**ANY DRIVER LEAVING THE CIRCUIT WITH A HIRED TRANSPONDER IS EXPECTED TO COURIER IT BACK TO STRETTON CIRCUIT WITHIN 48 HOURS.**

**In the event of a timing system fault the Steward of the meetings decision is final.**

## **5. General Information**

The Clerk of the Course will call in any driver causing danger or ignoring flag signals. Stop-go penalties may be applied depending on the seriousness of the offence. Serious or repeated offenders may be excluded. No work may be carried out on a kart held for a stop/go penalty.

Flag signals will be used in line with international motor sport, i.e.:

Blue	:	Another competitor is following close behind
Yellow	:	Danger ahead, slow down, no overtaking
Green	:	All clear, continue racing
Red	:	Stop racing immediately. Roll to a stop, away from the racing line and await further instructions. No overtaking
Black/orange	:	Shown with the number of the kart – mechanical danger, return to pits with care
Black/white	:	Shown with the number of the kart – warning of driver behaviour
Black	:	Shown with the number of the kart – report to the Clerk of the Course on completion of that lap
Green flag		Starts race
Chequered flag	:	Race or practice finishes

Any kart breaking down on the circuit may be returned to the pits for repair. Drivers may push their karts back onto the track. In the event of a stalled engine the kart **may** be started on the track but it must be done safely.

Repairs may only be carried out within the designated pit area. Emergency repairs may be carried out at a safe place on the circuit in order to return the kart to the pits providing that these are carried out by hand only; no tools of any kind are permitted on the track. If a kart breaks down on the circuit the driver is permitted to make a minor repair to speed the return of the kart to the pits so long as the kart is first removed to a position of safety.

During the course of an event, drivers must notify the clerk of the course if they intend to use more than one chassis, although the components, including engines, may be replaced at will.

Any equipment or chemical designed to pre-heat or soften tyres prior to use.

Karts must be driven at no more than walking pace within the pit area. Speeding in the pits will result in Stop/Go penalties or deduction of 2 laps if occurrence is after the Chequered Flag. This is for the safety of all concerned and will be rigorously applied by the Clerk of the Course.

On rejoining the circuit from the pits, drivers must be aware of karts on the circuit and only rejoin when safe to do so.

In the event of a race being stopped/red flagged, drivers should stop racing immediately, roll to a stop and await further instructions. Under no circumstances should drivers overtake. Any results will be taken from the lap preceding the stoppage

Competitors will be given five minutes warning of the restart of the event. The restart will be in single file in the order at the time when the race was red flagged.

**ANY DRIVER WHO IS THE PRIMARY CAUSE OF A RED FLAG WILL BE REMOVED FROM THE POINTS FOR THAT RACE REGARDLESS OF BLAME.**

No outside assistance is permitted prior to a restart.

## 6. DRIVING STANDARDS

Drivers will be expected to compete with the safety of others in mind. Any driver in breach of this will be subject to penalties as decided by the Clerk of the Course.

Drivers must pay attention to the flag signals and other assistance from marshals. Ignoring flag signals will result in penalties.

Any weaving from side to side with the intention of stopping others from overtaking will be penalised.

Drivers must not cross the line indicating the edge of the circuit except in emergency circumstances. Deliberate missing of corners or any short cuts will be penalised by stop/go penalties.

All drivers will be expected to act in a "sportsman like" manner; under no circumstances will we tolerate verbal or physical abuse towards other competitors at any time. Supporters and guests of teams are the responsibility of the drivers.

Any driver, spectator or guest found to be in breach of the above will be penalised.

**In the event of an Incident which does not warrant a red flag but will need on track assistance to a driver, a pace kart system will be deployed the essence of which is that the leader of the race becomes the pace setter and will lead the field around under full course Yellow flags at a slow pace until the race is restarted by the Clerk of the course. Detailed instructions of this system will be issued at the drivers briefing prior to each meeting.**

## 7. TECHNICAL REGULATIONS

***Competitors should work on the basis that if it does not clearly state that you can do something then you cannot. If in doubt, ask.***

Technical Regulations can be downloaded from the MSA Website: MSA Regulations for both classes will refer ONLY to the Engine and some specific chassis regulations. Most of the general MSA regulations will not apply. (Please ask regarding specific points)

All karts **MUST** be fitted with side pods, front Nassau panel and front bumper.

**"Big Foot" Nassau panels are permitted.**

Sponsors names and other graphics may be applied to the kart making use of the side pods, nose cone etc. There is no restriction of these subject to the numbers being clearly visible.

Rear axle must be solid or hollow magnetic material.

No differential of any type is permitted.

### **JUNIOR PROKART**

Age 12-16 (11 if 12 in that year)

Own grid if more than 3 entry's

149cm minimum driver height

40KG minimum driver weight

Driver must be competent/safe to race  
GX200 Engines to be junior spec with 15mm restrictor plates fitted  
maximum of 30KG ballast

One hydraulic or mechanical brake should be fitted to the rear axle only. The disc must be made of metal, but can be vented and drilled/slotted. A Calliper with a maximum of four pistons, one each side of the disc, may be used. Additional air ducting to the rear brake is permitted but must be securely attached.

Rear bumpers must be fitted; these should be made from a minimum of 25mm diameter 14g steel tube or CIK/MSA plastic construction. Steel rear bumpers must extend the width of the floor pan and must form an extended loop of 180mm centres. The bottom loop is to be 60mm from the ground plus or minus 5mm. These loops to be supported in a minimum of two places from the chassis and capable of withstanding a substantial impact.

The front bumper must also be of strong construction as originally homologated with the chassis.

Karts will be run on unleaded fuel which is purchased from any garage forecourt to which additives must not be added. No additional or alternative tanks may be fitted. We reserve the right to take fuel samples at random to ensure conformity with the regulations. Separate return springs must be fitted to each carburettor and to the throttle pedal, each acting independently. The linkage connecting the cables to the standard carburettor throttle arm is free. Additional springs may be fitted.

Please see below for specific Engine Regulations.

Continuing for 2022 is a technical appeal process.

If you suspect a competitor is racing outside the regulations you can now lodge a complaint (anonymously if required) to have that competitor checked for technical compliance. A fee of £50.00 is required which, if your complaint is upheld, will be returned to you. If the complaint is not upheld, the fee will be given to the checked driver to go towards the cost of rebuilding engines.

## 8. WEIGHT

Weight may be added to the kart but must be **FIRMLY AND SECURLY ATTACHED**. The driver may not carry any additional weighting. **All drivers must supply their own lead**. It is recommended that drivers should have their kart weighed on empty tanks.

**ANY DRIVER FOUND UNDERWEIGHT WILL BE DISQUALIFIED FROM THAT RACE AND WILL SCORE NO POINTS.**

## 9. PERMITTED ENGINE CHANGES (GX160) (Honda Senior, Honda Lights & Honda Cadet)

ALL GX160 Engine specifications will be in line with ABKC/MSA regulations 2022 This includes recent changes in ignition timing settings for T2 Engines.

Any driver found to be using an engine using non-allowable modifications will be disqualified from the round.

All fasteners on the engines may be drilled for the purpose of lock wiring.



Only one sprocket may be fitted to the rear axle for each engine. All chains or belts must be adequately protected at all times. Sprocket protectors may be used but not have additional teeth.

Wheels must be of metal, alloy or plastic construction in sizes suitable for the tyres specified. They may be of a one or two-piece construction. Unless two securing bolts are fitted to the hubs on the rear axle, a circlip or similar must be fitted on each axle end to prevent accidental loss of the hub.

The type and construction of the seat is free, so long as it is mounted in the originally intended position, is of sound and rigid construction and securely mounted.

The steering wheel type and size is free, but must be made of a material which will not constitute a danger in the event of an accident.

Special modifications will be permitted to allow use of hand controls to enable disabled drivers to compete.

## **10 TYRES**

2022 will see the CONTINUATION of a NO WETS rule for the Honda senior class

### **Open Class Tyres**

**Open choice of tyres (new permitted)**

**SEE TABLE ABOVE FOR CLASS TYRE AND WEIGHT SPECIFICATION.**

## **11. GENERAL COMPUTER LAP SCORING (and race progression)**

In the unlikely event of a computer malfunction or failure, the race will be red flagged.

All timing and lap scoring will be computerised based on electronic transponders fixed to each kart. Any driver found attempting to interfere with such equipment will be excluded, along with their team.

Kart race numbers should be clearly displayed front and rear.

All races will start as follows:

Prior to the closure of pit lane, all drivers will make their way round to the starting grid.

Once the grid has been formed and the pit lane Marshall is satisfied, a green flag will be shown.

Drivers then have 2 Green Flag laps.

At the end of these laps, Drivers form up in their grid positions.

When correctly assembled, the pit lane marshal will start to race using either green lights or green flags.

## **PENALTIES**

14.1 Any driver infringing or breaking any rules will be dealt with in the following manner:

**WARNING FLAG**

Stretton circuit attempt to run the race in a friendly and enjoyable manner and will use the warning flag as a means of controlling the event, but reserve the right to penalise drivers more severely should the feel it necessary.

**BLACK FLAG**

At the discretion of the Clerk of the Course, stop/go penalties may be awarded for breaking any rule, i.e. deliberate contact, overtaking under yellows.

14.1.1 All protests must be made to the Clerk of the Course in a reasonable manner. The Clerk of the Course will not take any action unless the protest is within 15 minutes of the incident.

14.2 Any Driver jumping the start will be penalised 15 seconds

14.3 Any Driver Speeding in pit lane will be penalised 2 laps

**SUMMARY**

Any questions concerning these regulations should be addressed to Stretton Circuit and it would be appreciated if all queries could be submitted in writing via the FACEBOOK GROUP

**Stretton Circuit would like to wish all competitors a successful 2022 season.**