

2012 Formula 6 South East Championship

Formula Six Association



Organised by:

Rochester Motor Club Limited, 5 Old Loose Close,
Loose, Maidstone, Kent, ME15 0BJ

Promoted by:

Formula 6 Association, 1a Bromley Road,
Chislehurst, Kent, BR7 6LH

Sanctioned by the MSA



Left to right: Sean Babington (ex F6 driver), Roger Sheffield, Tiffany Chittendon (commentator – ex F6 driver), Guy Sheffield, General Manager Al Ain Raceway and ex F6 driver, Ben Cooper (World Champion Rotax Senior Max 2010 and 2011 and ex F6 driver)

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INTRODUCTORY NOTES

2012 Formula 6 South East Championship

(These notes do not form part of the Regulations and are provided for information only)

Formula 6 Karting

Formula 6 Karting (F6) is a self-contained racing series for eligible karts with 4 stroke engines and includes popular Prokart twin-engined karts as well as new four stroke engines. Our series is designed to appeal to those with limited budget and time, whilst promoting enjoyable and competitive racing. This will not preclude the ambitious from progressing into their chosen form of motor sport and karting has been shown to be the most positive start a driver can have. Past champions have progressed into professional racing and some drivers from Formula 6 are successful "works" drivers. Most Formula 1 Grand Prix drivers started as kart racers!

Aims

F6 is targeted at family involvement, and is renowned for its friendly and helpful approach and it is hoped (and expected) that new drivers will learn vehicle control, track craft, good behaviour, self discipline, competitiveness and learn that speed has its place - on the track - not on the roads. Our targets are safety, speed with fun, competitiveness, friendly, exciting and affordable motor sport with classes for all ages.

Rochester Motor Club (RMC) and **Formula 6 Association (F6A)** have maintained and created links with engine manufacturers. This policy is to be continued so as to expand the base of four stroke racing for the mutual benefit of competitor and commercial interest alike.

Government

The world governing body of karting is the Commission Internationale de Karting -(CIK)and is the Commission responsible for karting of the FIA (Federation Internationale de l'Automobile) the world governing body of all motor sport. The FIA and the CIK have appointed the Royal Automobile Club Motor Sports Association Limited (MSA) to administer the sport in the UK. Each year, the MSA publish their General Regulations for motor sport, often referred to as the "Blue Book". F6 karting is run in accordance with the MSA "Blue Book" and their Championship Regulations.

Licensing Authority

The Championship is run to the (MSA) General Regulations (Blue Book) and all competitors must hold an MSA kart competitors licence in order to compete. Since 1997, all new applicants for a competition licence are required to pass an ARKS test before they are able to obtain a licence and compete. The test is administered by the Association of Racing Kart Schools (ARKS). Rochester Motor Club Limited has two Club Coach/ Examiners/Instructors appointed by ARKS who are able to examine and test new starters. The test covers all aspects of karting and includes, in particular, the meaning and use of all flags, clothing, vehicle control, attitude, behaviour, competition and judicial procedures. The test includes a written paper and practical demonstration of driving ability. For further details please contact the Chairman.

The Organising Club

Rochester Motor Club Limited is an old established motor club, founded in 1912, and is affiliated to the MSA. F6 Association is a part of Rochester Motor Club's activities which includes promotion of both car and motorcycle events. You may wish to be involved in these activities as well. Membership by the competing kart driver of Rochester Motor Club Limited (and the promoters, F6 Association) is mandatory and is only open to members.

The meetings are "**National B**" or "**Clubman's**" under the Permit(s) issued by the MSA.

Where the driver is under the age of eighteen, it is also mandatory that one parent, legal guardian or guarantor is also a member of Rochester Motor Club Limited. Since F6 was conceived as a family club, we encourage family membership.

The Location of Race Meetings

Buckmore Park is still considered the "home" circuit of F6 and is adjacent to Junction 3 of the M2 motorway near Rochester, Kent, and within 15 miles of the M25 Dartford junction. Events will also be held at, Bayford Meadows, Clay Pigeon, Ellough, Lydd and Whilton Mill,. The Club will continue to promote the series at other locations and these will be added or substituted within the programme where possible. Each circuit used is approved annually by the MSA and issued with a track licence.

Licence Up-grading

As a Novice and in order to comply with MSA rules, competitors are reminded that you need five signatures in addition to your ARKS Test. From Jan 1st 2008 a new license has been introduced "Nat B Novice". When the driver has 6 signatures (incl ARKS test) he may upgrade to "Nat B". To upgrade to "Nat A" the driver will need a further 6 signatures. The twelve must be from three different venues.

The Meetings

Each meeting aims to provide each competitor class (or group of classes racing together) with three heats and a final and gives competitors an opportunity to win trophies for the meeting and points for the overall Championship. Some meetings will be arranged with timed qualifying, two pre-finals and a Grand Final.

Safety

Safety is taken very seriously and this aspect will not be compromised. The karts can travel in excess of seventy miles per hour in the senior classes and the safety of competitors, marshals and spectators alike will be paramount in the minds of all club officials and their decisions will reflect this. Whilst remaining responsible for your own and your competitor's safety, you may not always agree with decisions made by the officials, but these decisions will always reflect the view of "Safety First". Please bear this in mind. Each meeting will always be attended by a MSA Registered Paramedic and Medical Technicians and/or Assistants with a fully equipped ambulance(s) capable of dealing with emergencies. In the unfortunate event of any competitor receiving an injury during a meeting, please be guided by the advice of the trained medical personnel. If they feel that you are unfit to compete, you must refrain from doing so and the Clerk of the Course will be informed accordingly. The Clerk of the Course will not hesitate to stop any driver from competing if in the opinion of the Paramedic or senior medical person, that driver is not fit to race.

Marshals/Helpers/Pushers

All marshals must be over the age of sixteen and preferably members of Rochester Motor Club Limited or another motor club affiliated to the MSA or an MSA (or other recognised body) marshals organisation. The marshals are sometimes drawn from the competing teams and we ask for your co-operation in participating if requested. A marshal's briefing may be held prior to driver's briefing. Marshals are an integral part of the safety of the sport and whilst it is natural to follow a particular competitor, please ensure the whole of your section of track is properly monitored. All marshals are obliged to "sign on" prior to the commencement of racing and wear and display the Club's identification.

"Pushers" are no longer permitted. However, subject to a particular track's rules, Parents may be permitted to sign on as "Course Marshals". When permitted, they will attend an induction course prior to commencement of each meeting and sign that they understand the requirements and duties they are to carry out. "Helpers" are required to assist with the placement or collection of equipment around the track or elsewhere, before or after the race meeting.

Regulations require that each competitor shall nominate at signing-on a Marshal, helper, or official who is to be available to assist with running the meeting.

Race Stops

The Clerk of the Course, assistant and various senior officials constantly observe the racing and any incidents are monitored. If an incident should give rise to the race being "red flagged", parents, spouse, friends, etc. are not permitted on the track in the event of an accident but asked to go to the ambulance or first aid unit. PLEASE ALLOW SENIOR OFFICIALS, MARSHALS AND QUALIFIED MEDICAL PERSONNEL TO DEAL WITH INCIDENTS. Mechanics, helpers, etc. are not permitted on the track (unless or until requested by the Clerk of the Course) whilst the race is stopped and the

whole track is considered to be "Parc Fermé". Failure to observe this requirement may result in the exclusion of the competitor.

No mechanical repair work may take place on a kart whilst on the track during practice or race. A marshal may, however, assist in re-starting a cadet or junior competitor with a stalled engine or pulling a kart out of a tyre wall. No other person, (except for a "signed-on person") is allowed on the track in any circumstances.

Cost Guidelines

Rochester Motor Club Limited membership fee for husband and wife is £ 20.00 and for under 18's the cost is £16.00. A single membership for over 18's is £ 18.00. These sums include £ 4.00 initial enrolment fee.

There is a "Registration Fee" of £ 40.00 for the season, which includes the cost of production and distribution of regulations, a "sew on badge" and other "goodies".

MSA License: National B (and Nat B Novice) - £ 34.00 National A - £ 49.00
(Free for 1st year for new drivers under 16)

Medical No required for under 18's.

Registration Fee : £ 40.00 (received up to the 28.2.12)

Late Registration Fee : £ 60.00 (received after the 28.2.12)

Meeting Entry Fee - per class £ 50.00 each meeting – Three rounds are £ 70.00 incl' practice

Late Entry Surcharge : £ 20.00 (entries received after 8 days prior to event)

Social Activities

In addition to the Annual General Meeting and formal prize giving, the club from time to time organises or participates in promotional, exhibition and fun days, a barbecue and/or an End of Season Party. You are asked to support the Club and these events. Brooklands Motor Sport Day and Bromley Pageant of Motoring are supported by the Club and this year will be mid February and end of June.

! WARNING !

**MOTOR SPORT CAN BE DANGEROUS DESPITE THE ORGANISERS TAKING ALL
REASONABLE PRECAUTIONS UNAVOIDABLE ACCIDENTS CAN HAPPEN.
IN RESPECT OF THESE YOU ARE PRESENT AT YOUR OWN RISK.**

Useful addresses/telephone Nos.

Rochester Motor Club Limited,

Mr. Ron McCabe, 5, Old Loose Close, Loose, Maidstone, KENT, ME15 0BJ. 01622 745714

Formula 6 Association, Registered Office.

Mr. Nigel Owen, A, Bromley Lane, Chislehurst, KENT, BR7 6LH 020 8295 1989

Championship Registrations,

Mr. Roger Sheffield, 103, Tudor Avenue, Worcester Park, Surrey, KT4 8TU. 07710 288074

Entries Secretary,

Ms. Joy Huxtable, 99 Willowside, Snodland, Kent, ME6 5QN. 01634 712415

Championship Co-ordinator,

Mr. John Arnold, 21 Adisham Drive, Allington, Maidstone, Kent, ME16 0NL. 01622 763700

Chief Scrutineer,

Mr. Roy Baker, 10 Otway Street, Chatham, Kent, ME4 5PG. 01634 329675

Motor Sports Association,

Motor Sports House, Riverside Park, Colnbrook, SL3 0HG. 01753 765000

THE 2012 FORMULA 6 SOUTH EAST CHAMPIONSHIP

1 SPORTING REGULATIONS - GENERAL

1.1 *Title and Jurisdiction*

The 2012 Formula 6 South East Championships are organised and administered by Rochester Motor Club Limited in accordance with the General Regulations of the Royal Automobile Association Motor Sports Association Ltd, (MSA), (incorporating the provisions of the International Sporting Code of the FIA), these Championship Regulations, and any Supplementary Regulations and are promoted by Formula 6 Association.

The Organisers reserve the right to issue additional clarifications to these rules and regulations. All such statements will be issued to all registered competitors, by post to the address written in the Registration Form (subject to MSA Regulation D11.1).

2012 MSA CHAMPIONSHIP PERMIT NUMBER: CH2012/K033 (Grade D).

1.2 *Officials*

Championship Co-ordinator: Mr. John Arnold.

Championship Stewards: Messrs Ron McCabe, Jon Low and Paul Ringer.

Championship Eligibility Scrutineer: Mr. Kelvin Nicholls.

1.3 *Competitor Eligibility*

1.3.1 Drivers must be fully paid up, valid membership card holders of Rochester Motor Club and Formula 6 Association for the year ending 31st December 2012. They must be registered for the Championship and be in possession of a valid MSA Kart Competition Licence of minimum "National B - Novice" level.

F6 Senior Open Twin is open to holders of a Kart Clubman License for drivers 16 years and over.

Drivers under the age of EIGHTEEN must have had their Registration Form and Entry Form(s) countersigned by the holder of a PG Entrants licence who must also be a member of the Rochester Motor Club, for the year ending 31st December 2012.

Competitors under the age of 18 years must be accompanied by the holder of a Kart PG Entrant's Licence who must be in possession of a valid 2012 MSA Entrants Licence and sign on as the Entrant of that competitor.

1.3.2 Competition Licences and Club Membership cards must be produced when signing-on and be available for inspection by the Clerk of the Course, Club or MSA Steward(s), as required throughout each meeting.

1.3.3 The 2012 Formula 6 South East Championship is divided into three age groups (Cadet, Junior and Senior) based on age and as defined in U.15.1 – 3 of the General Regulations. For "Honda" and F6 Classes, drivers may commence and continue in their respective age groups in accordance with the criteria set out in U.15.1 - 3 of the General Regulations but the minimum weight requirements shall apply. No driver may change class during the Championship season unless authorised by the Championship Co-ordinator. The age groups are further sub-divided by kart type.

1.3.4 In the F6 Open Cadet class, kart and driver with an aggregate weight (without ballast) of less than the lighter weight class will not be permitted to enter the heavier weight class. Kart and driver with an aggregate weight (without ballast) equal to or heavier than the F6 Open Cadet (Heavy) class will not be permitted to enter the lighter weight class. These definitions apply at the time of Registration and the first meeting entered.

1.3.5 In F6 Senior Prokart Heavy class, kart and ballast must not be heavier than 115 kg.

- 1.3.6 Drivers are only permitted to change weight group during the season, after participation in his/her first event, with the specific authority of the Championship Co-ordinator.
- 1.3.7 The Organisers reserve the right not to run a Championship Class, if less than five Registrations have been received at 28th February 2012.
- 1.3.8 A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

1.4 Registration

- 1.4.1 Each competitor shall register for the Championship, by the 28th February 2012. A Registration Form is contained herein (Appendix 1)
- 1.4.2 The Registration Fee shall be £ 40.00 per competitor payable to Rochester Motor Club Limited.
- 1.4.3 Registrations accepted after the 28th February 2012 will incur a registration fee of £ 60.00 (unless “new”). At the sole discretion of the Championship Co-ordinator, a reduction of this fee may be given, depending on the number of Championship rounds left to run and the intention of the competitor to compete in the remainder of the events.
- 1.4.4 In exceptional circumstances and at the sole discretion of the Championship Coordinator, a competitor may compete in a single race meeting but must register. However, the appropriate fee as noted in 1.4.3. may be waived but points will not be scored for the Championship.
- 1.4.5. Each driver who Registers for the Championship Series becomes a member of Formula 6 Association. A proportion of the Registration Fee is paid by Rochester Motor Club Limited to Formula 6 Association.

1.5 Championship Rounds

- 1.5.1 The 2012 Formula 6 South East Championship Series will comprise the following rounds, subject to the number of Registrations being sufficient. Each Race Class of 2012 Formula 6 South East Championship will be present at each of the seven rounds of the Series.

1.	31 st March	Bayford Meadows *
2.	5 th May	Bayford Meadows
3.	2 nd June	Whilton Mill
4.	30 th June	Ellough Park Raceway
5.	28 th July	Lydd Int’ Raceway
6.	15 th September	Clay Pigeon
7.	29 th September	Buckmore Park

** All classes will be present at this round and will comprise two heats and a final.*

- 1.5.2 Should it be necessary for any Championship meeting to be cancelled for whatever reason, then the organisers will endeavour to find a substitute venue. If a different venue is not found, then races defined as substituting for a cancellation (subject to the requirements of General Regulations D11.1.) will, if re-run at a later date not count towards the Championship.

1.6 Scoring

- 1.6.1 The race results are taken on the finishing order across the Finish Line, immediately following the leader taking the chequered flag and taking into account the number of laps completed after the start, by each competitor at that point.
For the avoidance of doubt a driver MUST finish by taking the chequered flag to qualify for Grid or Championship Points
- 1.6.2 Race Heats (or pre-finals) 1 and 2, or 1, 2 and 3 accumulate Championship points which are determined by the “starting position” in the Grid for the Final and as follows: 1st - 30 Points; 2nd - 26 Points; 3rd - 23 Points; 4th - 21 Points; 5th - 20 Points; 6th - 19 Points; 7th - 18 Points and so on to 24th place, which will score 1 point.
- 1.6.3 Race Finals as 1.6.1., accumulate Championship Points for the finishing positions as 1.6.2, except that the points are doubled in each case.
- 1.6.4 Championship points will be awarded to competitors as recorded in 1.6.1. The highest points accumulated for each of six meetings will count towards the Championship. In the event of a points tie for any of the various final championship positions at the end of the season, the position(s) will be decided in favour of the competitor with the most points in the race meetings dropped. If this still results in a tie, then the competitor with the highest number of first places in finals then successively descending place positions, will be used to decide the Championship winner.
- 1.6.5 Competitors who participate at Rounds 3, 4 and 6 (as noted herein) will score an additional 20 points.
- 1.6.6 Competitors who participate in the last three rounds of the Championship Series will score an additional 20 points. For the avoidance of doubt these additional points are in addition to those noted in 1.6.5 above
(In these contexts, "participate" means a driver has to enter, sign on, complete practice and start in a race.)
- 1.6.7 If a competitor changes from one class or sub-division thereof, to another, any Championship points gained, may not be carried up into the substituted class.
- 1.6.8 In the event that the "Final" is not run, final results will be decided by the starting grid points for the final. If a heat(s) is/are not run, then the results will be decided by the starting grid points calculated for the final from as many heats as are completed. Championship points will be accumulated as noted in 1.6.2 above. For the avoidance of doubt, points scored will not be doubled, even if run as a “final”.
- 1.6.9 Where a race includes more than one recognised kart class, the results and Championship points will be scored for the finishing positions as if they were in separate races.
- 1.6.10 Where a race includes two weight groups, they will not be regarded as separate races for the purpose of allocation of Championship points.

1.7 Awards

- 1.7.1 Awards for each meeting will be provided by the Rochester Motor Club or sponsors and will be restricted to Cups or Trophies.

- 1.7.2 Trophies will be awarded at each meeting of a Championship round to the first competitor in the final of each class. In classes with two weight groups, first place trophy will be awarded to the highest placed driver of each group.
- 1.7.3 Further trophies may be awarded for place positions. The number of trophies awarded may be influenced by the number of competitors expected in each class, sub-class or sub-group.
- | | | |
|------------------|------------------------------|-------------------|
| Where there are: | Nineteen or more entries | first to fifth. |
| | Thirteen to eighteen entries | first to fourth. |
| | Eight to twelve entries | first to third. |
| | Four to seven entries | first and second. |
| | Three or less | first only. |
- 1.7.4 Perpetual trophies will be awarded to the Championship class winner and places, subject to the minimum number of competitors criteria noted in 1.7.3. In this context the "number of entries" will be the average number of competitors scoring in all rounds of the Championship class, sub-class or subgroup.
- 1.7.5 Bonuses or appearance money will not be provided to competitors. It is not expected that any cash awards or prizes will be awarded to competitors other than vouchers to be exchanged at a specific shop/business.
- 1.7.6 Presentations - Trophies will be presented at the end of each meeting, and after the satisfactory completion of the matters set out in 1.7.7. Any competitor who fails to collect his trophy at presentation on race day will automatically forfeit his right to it.
- 1.7.7 All race results will remain "Provisional and subject to amendment" until after 30 minutes have elapsed after posting of the results, and no Protest(s) or Appeal(s) have been received. In the event of any provisional results or Championship points tables being revised after any awards presentation, and such revision(s) affecting the distribution of any awards, the competitors concerned will be notified in writing within seven days and any trophies will be returned to the Club in a good condition. Failure to do so will become a disciplinary matter and subject to the provisions of MSA General Regulations Section C.
- 1.7.8 Championship annual trophies and other annual awards are normally presented at an event organized for the particular purpose.
- 1.7.9 A **Challenge Trophy** will be awarded to the competitor in each class who scores the highest aggregate number of Championship points overall in the last three meetings of the Championship Series (refer to 1.6.6.) AND has not won a Championship Trophy. (e.g. 1st, 2nd or 3rd). There is no award for "places" (unless otherwise decided by the Organisers and/or Promoters).
- 1.7.10 In addition, the club may award trophies noted below:(or others at the Committee's discretion).
- The "**Smokers Trophy**" to the best novice of the season who was not previously in possession of an MSA licence.
- The "**Pete Lucas Trophy**" to a Senior driver at the discretion of the club.
- The "**Gordon Bennett Trophy**" is awarded at the discretion of the club to mark a significant season, good, bad, or otherwise
- The "**Manifest Trophy**" to the most deserving driver not winning any other major award.

The “**Munns Trophy**” to the family who have contributed most to F6 during the season.

- 1.7.11 An Award will be given at each meeting to the highest placed novice driver for each class. A competitor is not eligible for this award if they have won a trophy in the same meeting. No competitor may win more than two novice awards per season. In the event that the highest points novice driver is not eligible then the next highest eligible novice driver shall be eligible for the award.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds

- 2.1.1 All judicial procedures will be in accordance with Section C of the 2012 MSA General Regulations, Championship Regulations, Sporting Regulations and the Supplementary Regulations issued by Rochester Motor Club Limited.

2.2 Championship

- 2.2.1 All judicial procedures will be in accordance with Section C of the 2012 MSA General Regulations, Championship Regulations, Sporting Regulations and the Supplementary Regulations issued by Rochester Motor Club Limited except in respect of C3.5.
The penalty for being found “Underweight” or ineligible arising from an incident on track e.g. loss of exhaust, nose cone, etc., will be limited to exclusion from that race. In other matters arising from Post Race Scrutineering under C3.1.1 or C3.1.2., C3.5.1 a and/or b, shall apply. In more serious cases the Clerk of Course and/or the Stewards of the Meeting may decide to invoke C3.5.1 c
- 2.2.2 In the matter of points allocation, a protest must be lodged (all in accordance with the MSA General Regulations) in writing to the Championship Co-ordinator or Secretary of the Meeting, within seven days of publication. The date of publication shall be three days from date of posting or the day of distribution at a meeting.
- 2.2.3 Appeals must be made in accordance with the MSA General Regulations.

SPORTING REGULATIONS -RACE MEETINGS AND RACE PROCEDURES

- 3.1 The conditions relating to Entries are set out in the Supplementary Regulations 18.
- 3.2 The standard scheduled distance shall be as stated in the Supplementary Regulations. Should any race distance be reduced by the Clerk of the Course, it shall still count as a full points scoring race. A race or number of races may be cancelled completely or postponed until a later date. Should, in the Organiser's opinion, there be insufficient competitors to be regarded as a competitive race, no points will be awarded for that race or races.
- 3.3 Should the need arise to stop any race (or practice) the start-line lights may be switched to red and red flags displayed initially at the start-line and thereafter at all marshals posts around the circuit. Should this situation arise, drivers must immediately cease racing, slow and come to a stop at the side of the track, unless otherwise directed by

- marshals. There will be NO OVERTAKING. From the time the red flag is displayed the whole track shall be considered “Parc Fermé”, unless or until the Clerk of the Course indicates otherwise. Any kart returning to the pits/paddock except when specifically instructed to do so by the Clerk of the Course shall be precluded from taking the start or restart. Parents, mechanics or any other persons are not permitted to come on to the track (unless specifically requested to do so by the Clerk of the Course). Any team not complying with this obligation may result in the driver being penalised under C2.3.1 or exceptionally under C2.5
- 3.4 After taking the chequered flag, drivers are required to progressively and safely slow down, remain behind any other competitors ahead of them and return to the pits complying with all instructions/directions given by marshals. Drivers must keep helmets fastened until stopped in parc fermé or the paddock.
 - 3.5 Once the chequered flag has been taken by the winner, all competitors, after passing over the finish line, will be deemed to have finished. Any competitor(s) who has been lapped, must not complete an additional lap(s) after the chequered flag. These competitor(s) will be classified on the results sheet as “one (or two) lap down” as appropriate. Lapped drivers failing to observe this regulation may be penalised by the Clerk of the Course.
 - 3.6 Drivers are reminded that removing hands from the steering wheel and/or averting the eyes from the racing line is a dangerous practice and drivers may be penalised by position penalties.
 - 3.7 Any competitor who is aware of a mechanical fault during practice or race is required to stop in a safe location. The kart should be removed from the track and subsequently returned to the paddock as safely as is possible. “Safe” is in a place where the kart is impossible or very unlikely to be in the way of another kart racing on the track or (if out of control) off the track (e.g. not at the end of a straight or on the outside of a bend). The driver will wait (until the race is finished and the track is clear of other vehicles) in a protected marshals post, behind the track tyre wall or other track perimeter barricade. The driver's helmet and protective apparel must be kept on and fastened. Recovery of the kart is not to commence until the race is finished and/or the Clerk of the Course instructs.
 - 3.8 Novice drivers will use plates as set out in these regulations until they have collected the required number of signatures on their competition licence/Up-grading Card.
 - 3.9 When signed-on, each competitor must collect a Scrutineering Card, which must be completed in all respects, signed and presented to the Scrutineers with the Kart and other items of apparel.
 - 3.10 Drivers under the age of EIGHTEEN are reminded that the Race Entry Form, Signing-on Form and Scrutineering Card must also be signed by their Parent/Guardian/Guarantor.
 - 3.11 During practice or race, pushing karts, from a dangerous position is not permitted unless by a Marshal, Course Marshal or Official, who has signed-on. Should a kart spin or stop, then only the driver, Marshal, Course Marshal or Official may use reasonable endeavours to restart the kart and this will not involve mechanical work on the kart, with the exception of attempting to prevent an obvious fuel leakage.

- 3.12 No team member, including the driver, may carry out work on a kart during a race, formation laps or practice sessions unless or until the Clerk of the Course has announced that it is permitted and then only where a practice session or race has been stopped. Team Members are reminded that if a race is stopped, “Parc Fermé” regulations apply. Work may only be carried out on a kart with the Clerk of the Course's permission, and only then if the work is of a safety repair nature. Any twin-engined kart which suffers any failure, which reduces its motive power source to one engine must not continue to race and, if possible, return safely to the paddock.

4. TECHNICAL REGULATIONS

4.1 General

- 4.1.1 Karts and drivers must comply with the MSA kart technical and safety regulations as per the current year book, together with these Technical Regulations as retained by the MSA and contained herein or subsequently modified, in accordance with D11.1. Only one kart chassis shall be used by a driver throughout a meeting and the chassis may not be shared by another driver in another class. The number of engines that may be used in a meeting is restricted to:
- One - in the F6 Open Cadet or F6 Junior.
 - Two - engines in all other F6 Junior or F6 Senior single engine classes;
 - Three - engines in all F6 Twin engine classes.
- The number of engines permitted in other recognised classes shall be as noted in the respective regulations. If none stated, then no spare engine is permitted. The chassis number and engine(s) and spare engine number(s) to be used shall be declared on the scrutineering card issued at signing-on.
- 4.1.2. Honda Classes shall comply with the MSA Kart Year Book (Gold Book), except as specifically noted below:
- The choice of manufacturer of the air cooled centrifugal clutches is free.
 - The choice of fuel filters are “free”.
 - See 1.3.3. hereof in respect of driver eligibility/age breaks*
- 4.1.2.1 F6 Senior Prokart Heavy Class are permitted to use overbored engines. Overbores must be in accordance with the manufacturer's recommendations, within the limits set out by them, using only the manufacturer's standard and unmodified replacement parts. Minimum weight for kart and driver is 210 kg. See also 1.3.5 hereof for min driver weight. The choice of “wet” tyres and fuel pumps are free.
- 4.1.2.2 Engines used in F6 Open Cadet, and F6 Senior Twin will comply with the latest version of the Honda GX160 Technical Regulations, (except where specifically modified herein) or as may be superseded. The TKM Four Stroke, Biland and Ecomoto classes must comply with the Technical Regulations for their class(s). References to a “recognised kart class” in these Regulations are to include any four stroke powered kart for which there are published technical regulations which specify not only the engine but also tyres, minimum weights and other related matters and accepted by Formula 6 Association.
- 4.1.3 In these regulations all references to “standard” engines, engine parts or engine components shall be those usually and readily available for UK use in standard engines, manufactured in the UK by the manufacturer, or imported into the UK by the manufacturer for UK use. The size of engine (given in hp herein) is the manufacturer's declared rating or the

maximum permitted in the class - which ever is the greater. The Organisers may ask that any engine(s) be tested independently. If the actual power is greater than 5% more than the manufacturer's declared rating the engine is not permitted to race in a "standard" engine class. The cost of the test and transport, etc., shall be a debt recoverable from the competitor and will be reimbursed to the Organisers. If the test shows that the engine is within the permitted range the costs will be borne by the Organisers.

A "Stationary" engine in these Regulations includes any "industrial" or "plant" engine being a petrol single cylinder power unit primarily designed for such use. A "Standard" engine excludes any engine which is designed or manufactured for race or as a vehicle engine. All standard" engines are to be "sealable". This is achieved by having certain bolts with drilled heads to enable seal wire to be threaded through. Appendix 4 shows which bolts are to be drilled on both Honda (top) and Briggs & Stratton (lower).

Competitors are asked to ensure that they comply with this requirement (for your convenience, we have secured a supply of suitable bolts and these can be used to simply replace the un-drilled bolts in the locations shown).

4.1.3 Within this section, where references are made to the MSA General Regulations, then the 2012 MSA General Regulations apply. In the event of any conflict between the MSA General Regulations and these Technical Regulations, these Technical Regulations prevail when specifically worded as a F6 requirement.

4.1.5 All competitors should clearly understand that if the following Technical Regulations or the General Regulations do not say that you can do something, then you cannot! If you are in any doubt, the Chief Scrutineer's view should be sought.

4.2 *Chassis*

4.2.1 Chassis must be a space frame, constructed from magnetic steel tubing or a semi-monocoque from magnetic steel section. The design to be such that the failure of any weld, rivet or bolt will not cause the collapse of the frame.

4.2.2 No additional holes for lightening or any other purpose (with the exception of those required for seat fixing) may be drilled in the rolling chassis.

4.2.3 For the F6 classes, any approved kart chassis built by a bona fide kart manufacturer and approved by the Chief Scrutineer may be used. Chassis used in F6 classes do not have to be homologated. Cadet competitors may use either chassis size option.

4.2.4 Dimensions for F6 class karts:

	All	Cadet
Wheelbase (Max):	127 cm	127 cm
Wheelbase (Min):	101 cm	90 cm
Max overall length:	210 cm	182 cm
Width (Max):	140 cm	120 cm
Track (Min):	67 cm	60 cm

4.3 *Flooring*

4.3.1 There must be a floor made from a suitably durable material that (as a minimum) stretches from the seat to the front of the kart. It must be edged on each side by a tube or a rim to prevent the driver's feet from sliding off the floor.

4.4 *Suspension*

4.4.1 Any method of suspension or shock absorbing is prohibited. MSA Regulation U16.7 applies.

4.5 *Bearings*

4.5.1 Rear axle must run on bearings of a known design and made of a type suitable for the speed of the vehicle. The front wheels/hubs must be fitted with rolling element bearings.

4.6 *Axles and Hubs*

4.6.1 The rear axle must be one piece, made from metal bar of magnetic material and a minimum diameter of 25mm. Hollow axles of magnetic material are permitted provided they are not less than 30mm dia. and compliant with MSA General Regulations for minimum wall thickness. Rear wheel hubs not retained by twin bolt fixings must be retained by an approved form of mechanical retaining device to prevent the wheel and hub from coming off the axle. Any hub with an overall length excluding wheel studs of less than 60mm must not overhang the ends of the rear axle.

4.7 *Wheels*

4.7.1 The wheels must be equipped with pneumatic tyres with or without tubes. Front wheels must be secured by castellated nuts and split pins, or Nylock nuts with at least two threads showing. 6" wide front rims are not permitted. Only metal rims are allowed. Any form of plastic specifically prohibited.

4.8 *Tyres*

4.8.1 Tyres, when inflated on the wheel rims, must not exceed a maximum external diameter of 44.1 cm. Minimum external diameter must be 22.2 cm.

4.8.2 Wet tyres must have a minimum of 60% and a maximum of 85% of the total surface area as a raised tread pattern. The practice of "hand cutting" tyres except by a tyre manufacturer is strictly prohibited. The grooves to have a minimum of depth of 2mm at the start of a race. The wet tyres required for the F6 Open Cadet, F6 Junior Twin and Senior Twin classes are Dunlop KT3. For all other F6 classes, "wet" tyre manufacturer and type are free.

4.8.3 Each class must use the following dry tyres throughout the season:

F6 Classes

F6 Open Cadet class - both weight groups:	Dunlop SL3
Junior Royale	: Bridgestone YEQ, YJL or Vega SL8
F6 Junior Open	: "Free" - unless run as a "recognised kart class"
Junior Subaru	: As class regulations
Senior Open Class	: "Free" - unless run as a "recognised kart class"
F6 Senior Prokart	: Dunlop SL1, Bridgestone YDS
F6 Senior Prokart Heavy	: Dunlop SL1, Bridgestone YDS or YJL
F6 Senior Open Twin	: Tyres specified as "used" Junior Max

(The Dunlop SL1 & 3 sizes are those set out in the "Gold Book" for specific Honda classes)

Honda, TKM 4-Stroke, Biland or other

recognised kart class : Refer to the published class regulations.

Note - Wet tyres for F6 Senior Prokart and F6 Senior Prokart Heavy (see 4.1.2.1) are to be Dunlop KT3, Bridgestone YDK or YGR and W2's Mojo's specified for Rotax Max classes are not permitted in any class where specified as "free".

- 4.8.3 Tyres will be checked from time to time on the Dummy Grid prior to the start of a race. Hardness readings (or other tests) will be taken with a “durometer” (or other device - used in accordance with the manufacturer's instructions). Any kart found to have one or more tyres reading distinctly different from others on the grid, will have to change the tyres before they will be permitted to join the race. The start of the race will not be delayed.
- 4.9 *Brakes*
- 4.9.1 All karts must be fitted with single disc brakes acting on the rear axle only, operated by either mechanical cable or by hydraulic pipe systems (with secondary cable). Drum brakes are not permitted.
- 4.10 *Steering*
- 4.10.1 Must be controlled by a steering wheel, as detailed in U16.11.
- 4.11 *Seat*
- 4.11.1 Must comply with the requirements of U16.13 of the General Regulations
- 4.12 *Pedals*
- 4.12.1 The brake and accelerator pedals must not protrude over the front chassis member or bumper. The accelerator pedal must be fitted with a return spring to ensure that the throttle will fully close when the pedal is released, or in the event of a failure/break in the linkage.
- 4.13 *Exhaust*
- 4.13.1 The exhaust system shall discharge behind the driver and must not present a hazard to the driver in normal seated driving position. No part of the exhaust system shall be higher than 45cm, project either above the drivers seat (unless a standard and unmodified engine is used) or beyond the rear of the kart.
- 4.13.2 Noise testing will be carried out at each round of the Championship. Noise readings may be taken using a portable noise meter, positioned 5 metres from the racing line and at various locations around the perimeter of the track during practice and race. Any competitor who exceeds 93 db will be shown the black and orange mechanical flag irrespective of race/practice position. Any competitor exceeding 90 db will be advised and asked to improve the silencing method. In addition, and to comply with the General Regulations, sound readings will be taken via a microphone suspended above the track. The limits permitted under the General Regulations must not be exceeded. It is expected that the first noise test is the more demanding.
- 4.14 *Fuel, Tanks and related matters*
- 4.14.1 All fuel used shall be “Pump Fuel” as defined in Section B, Nomenclature & Definitions in the General Regulations and freely available at roadside filling stations. Any engine lubricants or additives must not increase the octane rating. Petrol and/or lubricants must also comply with the specifications as laid down in General Regulations Section B, Nomenclature & Definitions
- 4.14.2 Fuel tanks -Must be fixed in such a way that neither they, nor the fuel tank caps, present any danger of leakage during the meeting.

- 4.14.3 Unless modified in accordance with 4.14.5, the standard fuel tank must remain in its original position on the top of the engine. The fuel cap, seal and bearing surface of the fuel tank must be regularly inspected to ensure that the manufacturer's fuel cap operates correctly.
- 4.14.4. All fuel lines must be manufactured of flexible material, be securely fixed to the chassis, and be protected wherever they pass close to any moving parts or to the bottom of the kart. There must not be any slack in the fuel line(s), especially near moving mechanical parts or the race-track surface. A positive means of turning off the fuel must be provided with gravity fed fuel systems and must be easily operated by a gloved hand. Adequate provision must be made to ensure that any overflow from vented caps shall not discharge in a manner that can present hazard to others.
- 4.14.5. Floor mounted fuel tanks, securely fitted and a fuel pump, fuel lines, fuel filter and engine cover as recommended by the manufacturer may be used by all classes instead of the over-engine fuel tanks fitted as standard. Modifications must be carried out strictly in accordance with the manufacturer's recommendations using their recommended parts. The fuel tank capacity must not exceed 7 litres.

4.15 *Starter*

- 4.15.1 The engine must be able to be started by a recoil cord, which must be permanently fitted to the engine. Alternatively, the engine may be fitted with a starter or have a remote starting device. If fitted to the kart and powered by battery, the battery must comply with 4.16.3.

4.16 *Ignition and Electric's*

- 4.16.1 No lighting (including "fog" or "bad weather" lights) are permitted.
- 4.16.2 Isolator switch -All karts must be fitted with an electrical switch which when activated, must turn off the engine. This switch must be located in an easily accessible location and be easily operated by a driver's or marshal's gloved hand. Switches must be marked if not mounted in the standard position for the power unit and easily recognisable as isolator switches.
- 4.16.3 The only permissible battery is of the lead acid rechargeable sealed dry fit impact resistant type mounted securely outside of the floor pan in a safe and ventilated position.
- 4.16.4 The ignition timing is to remain fixed whilst the kart is in motion. No form of digital programmable ignition is permitted, either by programming the ignition system from an external programmer, or by means of add on circuitry. Only an add on resistor/capacitor passive circuit is permitted in order to introduce a fixed delay curve to the ignition system. No variation of this curve is permissible whilst the kart is in motion. No active devices such as transistors or integrated circuits are permitted. Devices may be required to be laboratory tested to determine compliance. The onus shall be on the competitor to prove compliance with this Regulation.

4.17 *Bumpers*

- 4.17.1 Front bumper - shall comply with MSA Blue Book Regulations.
- 4.17.2 Rear bumper - all classes - shall comply with "Gold Book" "Honda" class rules for each of the respective age groups i.e. Cadet, Junior or Senior. If the chassis used was manufactured for two stroke engine, the standard MSA approved rear bumper as provided by the manufacturer, may be utilised but the gap between the lower chassis rail fixing points must be closed with a suitable tube securely attached to the chassis.

4.18 Bodywork

- 4.18.1 Nassau Panel -This must be securely attached to the steering column and be fitted in accordance with MSA General Regulation.
- 4.18.2 Front Fairings -Are mandatory and must comply with MSA General Regulation.
- 4.18.3 Side Pods -These are mandatory and shall comply with MSA General Regulation.

4.19 Weight

- 4.19.1 The minimum weight of driver and kart is set out below :-

F6 Classes - (min driver weight includes usual race wear)

F6 Open Cadet	95 kg	F6 Open Cadet (Heavy)	108 kg
Please note that F6 will be running Honda Cadet and "Honda Cadet Clubman" at 103 kg			
F6 Junior Royale	125 kg	F6 Junior Royale Intermediate	142 kg
F6 Junior Open	135 kg	F6 Senior Prokart	186 kg
F6 Senior Prokart – Heavy **	210 kg	F6 Senior Open Twin	182 kg

Senior Open Class - Min Driver weight incl ballast - 75 kg

(unless racing as a "recognised kart class" in which case the class weight will apply)

** Minimum weight of driver 95 kg - see 1.3.5 hereof

TKM 4-Stroke Classes - as stated in Tal-Ko Class Regulations

Biland Classes * - as stated in Biland Class Regulations

Honda Classes - as stated in the Gold Book

Minimum weights, as above, are kart complete, including driver at the end of any race. Extra weights may be carried to achieve the stated minimum weight. Extra weights must be securely attached to the chassis frame or seat, using at least two mechanical fixings to the Chief Scrutineer's approval (no additional holes to be drilled in the chassis for extra weight attachment). No single piece of ballast may exceed 5 kg. (Blue Book Regulations U17.29)

4.20 Race Number and Number Plates

- 4.20.1 Championship race numbers will be allocated and advised to competitors after the closing date for Registration. Last year's user of a particular race number in a class will be given priority to re-use the same number in that class this season. After the closing date for Registration, numbers will be allocated on a first come first served basis.
- 4.20.2 If a competitor does not wish to use the number allocated in a class they may select another number. The alternative number selected must not conflict with any other number previously allocated for that class (or classes racing together) or be one of those specifically set aside to be allocated in accordance with the rules set out herein. An alternative number MUST be approved by the Championship Co-ordinator whose decision in these matters shall be final.
- 4.20.3 The winner of the 2011 "F6 Championship" shall be entitled to the number "1" for the class it was won. The winner of the 2012 F6 "O" Plate shall be entitled to the number "O" in the class it was won. The winner of the 2012 F6 "O" plate may display it as the front number plate. Plates and numbers on the rear and two sides shall be the allocated series race number. If the winner of the 2012 F6 "O" Plate changes to a different class in 2012, he loses his right to the number. Where there are two weight groups in a class, the lighter weight will be entitled to the "1" or "O". If not used, the heavier class winner may use it. In all cases this relaxation is subject to the agreement of the Chief Lap Scorer.
- 4.20.4 Numbers 2 and 3 are reserved for the 2nd and 3rd places from last year's F6 Championship.

4.20.5 All kart number plates must conform to U 17.25 of the General Regulations. Numbers will be forward and rearward facing (preferably centre of the rear bumper), fixed to the side of the side pod at the rear ward end on each side of the kart and be clearly visible to the lap-scorers. Numbers shall be no less than 15 cm high and of 2 cm stroke width. Numbers shall be of “Classic” style as required by U 17.27.3 of the MSA General Regulations.

4.20.6 The classes will be identified by the coloured plates and range of numbers set out below:

	Class Plate/No	Range
F6 Open Cadet	Yellow/Black or Red	0 to 99*
Honda Cadet/(Clubman)	Yellow/Red	0 to 99*
F6 Junior Royale	White/Black	0 to 99#
F6 Junior Open	White/Black	0 to 99#
F6 Senior Open	Blue/White	0 to 99\$
Honda Senior Prokart	White/Red	0 to 99+
F6 Senior Open Twin	Red/White	0 to 99+
F6 Sen Prokart	Yellow/Black	0 to 99+
F6 Sen Prokart Heavy	White/Black	0 to 99+
World Formula (Senior)	Green/White	0 to 99+

TKM 4 Stroke Senior and Junior : as stated in the Tal-Ko Regulations - \$ or #
(Numbers for classes marked “*”, “\$”, “+” or “#” are not to be duplicated in these groups or classes.)

4.20.7 Novice drivers will use white numbers on a black background, applied to the front of the respective coloured class number plate, with the edge of the plate showing (approximately 1 to 1.5 cm) to identify which class the novice driver belongs to.

4.20.8 The winners (and other places) of the 2011 Series Championships will not be entitled to their respective numbers in the year 2012 Championship, except as detailed in the Regulations for that year.

4.21 *Transmission*

4.21.1 No classes shall be fitted with a variable ratio transmission. The drive shall be to the rear wheels via the rear axle. Only chain or belt drive is permissible. A guard must be provided to comply with U18.8. The drive must be automatic and include a centrifugal clutch. Rear sprocket and clutch size is optional. The kart must be able to remain stationary with the engine running.

4.22 *Engines - Generally*

4.22.1 All engines used in the 2012 Formula 6 South East Championship, must conform to these Technical Regulations. In classes that are “free engine manufacturer”, any proposed engine manufacturer other than Briggs & Stratton, Honda and Subaru must have a full technical specification lodged with the Chief Scrutineer 14 days prior to competing to be eligible to race.

4.22.2 The Organisers and Scrutineers reserve the right to check any part from an engine in any unmodified class for comparison directly with a standard part as supplied by the Manufacturer. Whilst the meeting is taking place, the Scrutineers may at any time require to check an engine or engines for eligibility. The Organisers also reserve the right to take away an engine or engines for inspection and dynamometer testing if they wish. If an infringement to the Technical Regulations is discovered, the driver is to pay the whole cost of an inspection fee plus any penalties imposed as a result of breach of these regulations.

- 4.22.3 For the avoidance of doubt, it is agreed that the relocation of the carburettor main jet position, as noted by Messrs Briggs and Stratton in their Technical Support Sheet, is permitted, provided the work has been carried out by the manufacturer or by competent installers and to the complete satisfaction of the Chief Scrutineer.
- 4.22.4 In the standard engine classes, if a Briggs and Stratton Vanguard engine is fitted, the standard air filter may be removed and the alternative Briggs and Stratton "short" air filter fitted. Briggs and Stratton's Technical Support Sheet, Bulletin No 1129, dated 26/7/95 refers.

ENGINES

4.23 F6 OPEN CADET CLASS (incl Heavy)

- 4.23.1 Any 5.5 HP Honda OHV 4 stroke single cylinder Petrol engine complying with 4.1.2.2. hereof.
- 4.23.2 The grade and type of lubricating oil is free. Part of the air filter element comprising the foam pre-filter and the two sealing rings may be removed from the induction side.
- 4.23.2 Standard and unmodified carburettor and jets, silencer exhaust system, ignition system, flywheel and fan, starter, cooling shrouds and camshaft de-compressor must be retained and all engine internal parts. However the oil switch and carburettor linked governor may be disconnected and any associated drive wheels and linkages removed. Any resulting holes from these permitted modifications must be securely sealed. The manufacturers' engine specifications will be taken as the guide in all scrutineering matters.
- 4.23.4 Carburettor jets and gaskets must conform to technical specifications for the engine as provided for use in Great Britain.
- 4.23.5 No machining or reworking of components to achieve tolerances or performance enhancing modifications are permitted. Under no circumstances may the flywheel be altered or lightened or replaced with an alternative. Drive gears must remain in their original position relative to crankshaft and camshaft. Valve guides may be mechanically secured in position in a manner approved by the Chief Scrutineer.
- 4.23.6 No means of pumping or cooling of fluids is permissible other than those permitted by 4.14.8.
- 4.23.7 Only the manufacturer's valve springs recommended for the engine type are permitted and no shims are allowed.
- 4.23.8 A linkage may be manufactured to actuate the standard throttle mechanism and additional return springs fitted.
- 4.23.9 For the avoidance of doubt, it is recognised that manufacturer's parts can not be used for sealing of holes after removal of governor parts, oil switch and throttle mechanism.
- 4.23.10 The choice of spark plug is free.

See 4.34 and 4.34.2 hereof for HONDA CADET and HONDA CADET CLUBMAN

F6 "ROYALE" ENGINE CLASS

- 4.25.1 A Briggs and Stratton 7.5 hp 215 cc "Vanguard" single cylinder four stroke petrol engine that is modified internally and supplied with cylinder head, crankcase cover and flywheel sealed by

the designated engine preparer *. Each engine is supplied with a Log Book for identification of engine and seal numbers. The seal numbers on the engine must correspond with the seal number in the log book. This is the engine owner's responsibility. In case of accidental damage to a seal during a race meeting the Chief Scrutineer will use an MSA seal to re-seal the engine which should then be returned to designated engine preparer for checking and re-sealing. There may be a charge.

(* The "designated engine preparer" is currently Trevor Taylor. For address/phone contact the F6 Chairman)

- 4.25.2 By entering the Royale class and in the interests of maintaining a "level playing field", each competitor agrees to allow the designated engine preparer to take selected engines from meetings for comparison by dynamometer testing. There will be no charge for the testing (unless the results determine a need to examine the engine in detail). Engine owners may attend during testing. Results will be made available to all class competitors at the next race meeting.
- 4.25.3 The grade and type of lubricating oil is free.
- 4.25.4 Only the standard Manufacturer's ignition system, flywheel cover and cooling shrouds may be used and must remain in their original positions unmodified. The "V" shaped deflector inside the flywheel cover may be removed.
- 4.25.5 Main and Pilot Jets are "free". The emulsion tube must be the original type and unmodified. The only permitted modifications to the carburettor are to the throttle and choke linkage on the exterior of the carburettor only. The choke flap and shaft must not be removed and must remain operational. For the avoidance of doubt the carburettor is unsealed to allow routine cleaning and maintenance. Only the same make/model carburettor as with the prepared engine may be used. The inlet manifold must not be modified.
- 4.25.6 A linkage may be manufactured to actuate the standard throttle mechanism and additional return springs fitted.
- 4.25.7 The choice of spark plug is free.
- 4.25.8 Valve springs are free and shims may be fitted. No modifications are permitted to the cylinder head or valve spring caps to facilitate alternative springs. Only the manufacturer's rockers, valve spring caps, push rods and collets may be used.
- 4.25.9 The only high performance air filter to be used is Briggs and Stratton Part No 557043. The connection between the air filter and carburettor may be straight or angled but at no point exceed 42 mm outside diameter or 150 mm long with the air filter removed. For wet conditions only (treaded tyres fitted to the kart) a suitable shield, cover or box may be used to prevent the intake of water. The connection between air filter and carburettor (wet conditions) must not exceed 42 mm outside diameter with the maximum length not exceeding 400 mm. Any such fitment must be below the top of the seat, within the main periphery of the kart and to the satisfaction of the Chief Scrutineer. Alternatively, the original Briggs and Stratton air filter housing may be used. The hole for the engine breather may be blanked off if a catch bottle is used. The bolt holes may be elongated and the entry hole at the carburettor flange enlarged. No other modifications are permitted.
- 4.25.10 Fuel tanks will be "floor mounted" as 4.14.5. The other requirements in 4.14 are to be complied with and a return system controlled by a tap may be fitted.
- 4.25.11 The standard Manufacturer's exhaust system may be used or alternatively a Briggs &

Stratton silencer, part no 990102. A manifold may be manufactured with a maximum outside diameter not greater than the inlet of the silencer and a maximum length of 800 mm. No more than three increases in bore diameter between the engine and the silencer can be made and the silencer must remain unmodified. The criteria of 4.13 hereof must be maintained.

4.26 F6 SENIOR OPEN CLASS ENGINES

4.26.1 Any four stroke engined kart not exceeding 30 bhp.

4.26.2 The engine may be air or coolant cooled and the choice of carburetion is free. The cooling system and location of its parts must comply with the MSA General Regulations

4.26.3 This class also includes any eligible "recognised kart class" e.g." Ecomoto". If there are sufficient numbers of any one "recognised kart class" (subject to 4.1.2.), the Organisers reserve the right to identify them as a separate class.

4.27 SENIOR TKM FOUR STROKE

4.27.1 Senior TKM 4-Stroke as published by Tal-Ko.

4.28 JUNIOR TKM FOUR STROKE

4.28.1 Junior TKM 4-stroke as published by Tal-Ko.

4.29 WORLD FORMULA - SENIOR

4.29.1 As published by FIA/CIK and MSA/ABkC for the UK or Formula 6 Association.

4.30 WORLD FORMULA - JUNIOR

4.30.1 As published by FIA/CIK and modified for the UK or Formula 6 Association.

4.31 F6 JUNIOR OPEN

4.31.1 Any four stroke engined kart not exceeding 15 bhp.

4.31.2 The engine may be air or coolant cooled and the choice of carburetion is free. The cooling system and location of its parts must comply with the MSA General Regulations

4.31.3 This class also includes any eligible "recognised kart class" e.g." Honda Junior Prokart". If there are sufficient numbers of any one "recognised kart class" (subject to 4.1.2.), the Organisers reserve the right to identify them as a separate class.

4.32 Engines permitted in this class are 2 Honda GX140 (Junior Prokart), F6 Junior Royale, Honda GX 200. Any other engine(s) may be admitted but subject to the specific agreement of the MSA and the Organisers.

4.33 F6 SENIOR OPEN TWIN

4.33.1 Two 5.5 HP OHV 4 stroke single cylinder petrol engines complying with 4.1.2.2. hereof and the requirements of Gold Book for Honda Senior Prokart other than engine and weight except where particularly set out below.

A GX 200 head gasket is permitted.

B Carburetion is free but the original manifold must remain in place.

4.34 HONDA CADET & HONDA CADET CLUBMAN

Please note that the 2012 National Technical Regulations (Gold Book) for “Honda Cadet” mean that all engines will comply with the technical requirements for “F6 Open Cadet”.

4.34.1 As detailed in MSA Kart Race Year Book

4.34.2 Honda Cadet Clubman is an identical class (min weight 103 kg.) but the drivers/entrants have agreed to participate in the “Buy Back” scenario as detailed elsewhere.

4.35 HONDA SENIOR PROKART

4.35.1 As detailed in MSA Kart Race Year Book

4.36 F6 SENIOR PROKART

4.36.1 Two 5.5 HP OHV 4 stroke single cylinder petrol engines complying with 4.1.2.1. and .2, hereof and the requirements of Gold Book for Honda Senior Prokart other than engine, tyres and weight.

4.37 F6 SENIOR PROKART HEAVY

4.37.1 As 4.36.1

4.37.2 Drivers will be weighed at the first round or their first race. Any driver eligible will not be permitted to race in another Prokart race. Except in extraordinary circumstances, and with the prior agreement and authority of the Championship Co-ordinator, no driver will be allowed to change class – even if he falls below the minimum driver weight.

4.38 JUNIOR SUBARU

4.38.1 As detailed in the class regulations.

**SUPPLEMENTARY REGULATIONS
for the
2012 Formula 6 South East Championship**

(The sub paragraph numbers are sub paragraph references from the
Blue Book - **D11.1 Contents of Supplementary Regulations.**)

1. Rochester Motor Club Limited in conjunction with Formula 6 Association will organise "National B" (or Clubman's) status kart races.
2. The meetings will be held on the dates and at the venues listed in paragraph 1.5 of the 2012 Formula 6 South East Championship Regulations. Final timings will be (unless otherwise notified to each registered competitor by the issue of a news letter):

Signing-on	0800	Scrutineering	0800
Driver's Briefing	0945	Start of Practice	1000

Races will commence after completion of practice

Rounds 3, 4 and 6 will include extended practice and races will start approx 1330 hours
3. The race meetings will be held under the General Regulations of the Motor Sports Association, (incorporating the provisions of the International Sporting Code of the FIA), the 2012 Formula 6 South East Championship Regulations, these Supplementary Regulations together with any Final Regulations and Official Notices that might be issued.
4. The permit types are those referred to in 1. above and the grade is "National B" (or Clubman's). Permit Numbers will be displayed on the notice board, with the List of Officials at each meeting.
5. The meetings are only open to members of Rochester Motor Club Limited holding a valid MSA Kart Competition Licence - minimum National B Novice (or "Kart Clubman" where permitted herein). This licence and the competitor's Rochester Motor Club Limited Membership Card will be inspected at each event.
6. Seven of each of the rounds listed will be a round in the 2012 Formula 6 South East Championship for each class. The best six rounds will count towards the Championship.
7. Scrutineering will be carried out at the venue in the period between two hours before and half an hour before the time specified for the start of practice.
8. Signing-on will commence in the period between two hours before and half an hour before the time specified for the start of practice.
- 9.1 Most meetings will comprise three heats and a final (unless modified by the Clerk of the Course) for each of the eligible classes. The early and late season meetings may be two heats and a final as daylight hours/weather permit. Meetings at Bayford Meadows (other than Round 1) and Lydd will normally be Timed Qualifying, two pre-finals and a Grand Final - see 9.2 hereof.

The circuit's lengths and layout are those stated by the circuit owner and/or stated on the track licence granted by the MSA. The Clerk of the Course and meeting Organisers reserve the right to alter, amend or cancel races in the event of bad weather or Force Majeure or if there are insufficient entries, to combine classes (or cancel).

Practice and Race Order will be determined after the closing date for Registrations and Race Entries and will be influenced by the number of competitors registering and competing in the various classes in the Championship and the number of competitors entered for each meeting.

[Note: The Organisers point out that the programme is planned to fill the time allocated for each meeting. It will be necessary to reduce the number of laps (in particular, at the first and last meetings of the season) or to reduce number of heats, to allow the meeting to be concluded before bad light prevents the completion of the meeting.] When time permits the Organizers may arrange Sprint Relay Races, the rules of which are set out in the appendices hereto, to fill the remainder of track time available.

- 9.2 At Bayford Meadows and Lydd meetings, the race format will be timed qualifying. The Order for the day, after three lap practice, is:- Timed Qualifying Session, (fastest takes pole); Pre-final One; Pre-final Two (if time permits); and Grand Final. Full details of the procedures, rules and which Rounds it will apply are include in Appendix 3 hereof. Please note this option can not be applied at all tracks. Championship Points will be allocated for the starting and finishing position in the Grand Final.
- 10.1 Race starts will be in accordance with MSA General Regulations U7 5.2 to U7.8.4. In the event of failure of the start-line lights, the starter and/or Clerk of the Course will signal to the grid that the start-line lights have failed by showing the Union Flag. The grid will complete another lap and on approach to the start-line, the Union Flag will be raised to indicate the start of the race. Once the Union Flag has been shown to the grid, the start-line lights will not be re-used for that race, even if the fault is rectified. U7.6.1 permits “standing starts” (where permitted by the track license) and may be adopted but only if previously notified and drivers have an opportunity to “practice” standing starts.
- 10.2 Competitors are responsible for being on the “dummy” grid for the commencement of practice. All competitors must be on the dummy grid for their race before completion of the previous but one race.
- 10.3 Competitors are warned that joining a “Rolling-up” lap late or falling out of grid position on such a lap(s) will prohibit you from re-taking your original grid position. You may only re-join the grid at the rear. Any drivers working their way through a grid to reach their original grid position are completing a dangerous practice and any driver observed doing so will be penalised at the discretion of the Clerk of the Course. (Should a driver or drivers be involved in an on track incident which results in them loosing their grid positions, the Clerk of the Course may red flag the “Rolling-up” laps to allow the competitors to re-take their original grid positions.) Grid places for non-starters or late starters shall be closed up.
- 10.4 There will be a maximum of three “Rolling-up” laps. Should more be required because the first and second placed drivers are travelling too fast, or attempting to pull away from the rest of the grid before the lights, the "rolling-up" lap will be red flagged and the offending driver or drivers removed from the front and placed at the rear. There will be NO APPEAL against this decision.
- 10.5 Excessive weaving to warm up tyres, falling back in order to accelerate, practice starts or breaking formation before crossing the start line are prohibited. Any competitor observed to be failing to comply with the foregoing may be excluded from the race or otherwise penalised.
- 10.6 It is the Driver/Parent/Guardian’s responsibility to advise the Championship Co-ordinator AND clearly mark their relevant Race Entry Form that they are no longer a “novice”. This must be done at least 8 days prior to the particular meeting. The Organisers will not alter grid

positions if a competitor has failed to properly notify the Championship Co-ordinator and Entries Secretary.

- 10.7.1 Except as noted in 9.2, Grid starting positions will be determined by the method described below:
- 10.7.2 Entries for each class or kart type sub-class will be allocated grid positions for the first heat by a random number draw. Grid starting positions for the second heat shall be the reverse of those for the first heat except that Novice drivers will remain behind full plate drivers. Grid starting positions for three heats shall be calculated such that each competitor will start towards the front, rear and middle of the grid in each of the three heats.
- 10.7.3 Grid points will be allocated from first to twenty-fourth for each heat and the resulting score shall determine grid starting positions for the finals. These notional points shall be 25 for the heat winner, 23 points for second, 22 points for third, 21 for fourth, etc., with non-starters or non-finishers receiving nil points. The highest number of points shall determine pole position and so on. In the event of a tie the highest finishing place(s) in the first heat will take preference. If this still results in a tie then the starting positions shall be that printed from the F6 computer.
- 10.7.4 Novice drivers (black plates) will be placed behind the “Full Plates” in each heat. Grid starting positions for the final will be determined by their finishing positions in the heats.
- 10.7.5 Where races are combined or include more than one kart class, the faster kart class will be seeded at the front of the grid with a gap (distance to be decided by the Clerk of Class) clear of the other class.
- 10.7.6 Should lap times indicate that the grid order should be modified then the Clerk of the Course or Organisers reserve the right to vary the grid order as they think appropriate.
- 11.1 No kart may be driven in practice or race until it has been approved by an MSA Scrutineer, who must be satisfied that the kart appears to be safe, complies with the Technical Regulations herein or as may be subsequently modified, is apparently of an adequately strong construction, does not include any components of a temporary character, and presents no undue hazard to its driver or to other competitors.
- 11.2 The Clerk of the Course shall have the right to amend specified practice periods as he deems necessary and in the event that any official practice session(s) is disrupted for whatever reason, the Clerk of the Course shall not be obliged to resume or re-run session(s) and the decision of the Clerk of the Course shall be final. Wherever possible the Clerk of the Course will ensure that enough time is provided to enable all competitors to complete three laps.
12. The kart numbering system for the various classes is detailed in the 2012 Formula 6 South East Championship -Technical Regulations.
13. Karts are NOT to be driven in the Pit/Paddock area(s).
14. Judges of Fact may be appointed to assist the Clerk of the Course with starts, driving standards, race distances, noise and vehicle eligibility. These will be noted in the Race Programme or List of Officials issued for each meeting.
15. Television coverage is not expected.

16. Awards are detailed in the 2012 Formula 6 South East Championship Regulations (1.7).
17. The maximum number of entries for each class (or classes racing together) in each meeting is limited by the number of competitors permitted by the track licence for the particular venue and will, in any case, normally be restricted to 24. Exceptionally, if a class is regularly or substantially oversubscribed, the Organisers may, at their discretion either: opt to increase the number of competitors and run sufficient heats to permit each driver three heats and run a “B” final and “A” final, consistent with established practice in karting OR create an extra and subsidiary class in which any of the previously registered competitors in the class may join, together with any new competitors. This “extra” class will (if run) attract no Championship points for the main Class. The Organisers may offer to all participants of the “extra” class, the opportunity of entering a “mini” championship, the formal basis of which will be conveyed in writing to all eligible competitors not less than one month prior to the first round. For the avoidance of doubt the Technical Regulations for the “extra” class will be identical to the “main” class. If the number of entries in a class(s) is less than 5, the Organisers may decide not to run the races for that class(s) in a particular meeting or combine them with another class, if practical.
- 18.1 The entry list for all races is open from the date of publication of the 2012 Formula 6 South East Championship Regulations and these Supplementary Regulations. The “Closing Date” for entries is the Friday, one week prior to the meeting. Entries shall be sent to the Entries Secretary.
- 18.2 The Organisers are responsible for publishing the Championship, Technical and Supplementary Regulations on the Formula 6 web site www.f6karting.com. Regulations may be printed in whole or in part from the web site together with RMC membership, F6 Registration and Race Entry Forms. Further copies of Entry Forms and pre-addressed envelopes are available from the Entries Secretary at signing-on on race meeting days. Printed “hard copy” of the Regulations may be obtained on request to the Chairman
- 18.3 Competitors, Parents/Guardian/Guarantor in respect of drivers under the age of eighteen, are responsible for sending in correct and complete Race Entry Forms along with the correct fee, by the due time.
- 18.4 Any entry received after the “Closing Date” for receipt of entries and up to four days prior to the meeting will be deemed a “Late Entry”. Any late entries received will incur a “Late Entry Surcharge” of £ 20.00 which, if not prepaid, must be paid prior to Signing On. The Entry will be deemed not accepted until this additional fee has been paid. This additional fee may only be waived by the Organisers in exceptional circumstances. The competitor shall be placed on the back of the grid for each heat.
- 18.5 Any cheques for payment of Registration or Entry Fee that is “referred to drawer” or returned as “failed/unpaid” or the like will be subject to MSA Regulation C1.1.1.3. The additional charge levied by Rochester Motor Club Limited will be £ 35.00. for each letter sent. This is in addition to any charges that become payable to the MSA.
- 18.6 All correctly completed entries will be accepted, except as noted in 18.3, .4 and/or 5., unless the Secretary of the Meeting, or designated official, advises the competitor to the contrary within three days of receipt of entry. Entries will only be acknowledged if accompanied with a stamped addressed envelope or Post Card.
- 18.7 Incorrect or incomplete entries (including Entry Forms endorsed “Driver to be nominated” or “T.B.A”), will not be considered as Entries until such time as they are complete. The date of

receipt shall be deemed to be the date on which the Entries Secretary receives the missing and/or correct details and/or fee. This may entail the payment of a Late Entry Fee (£ 20.00), in addition to an administrative fee of a further £ 10.00, which will also be charged in respect of any Entry received in this manner. The Entry will be deemed not accepted until the additional fee(s) has/have been paid.

- 18.8 Any withdrawal of entry of Driver/Kart or changes made after their race entry has been accepted, must be notified to the Secretary of the Meeting in writing as soon as possible. If Driver/Kart changes are made after preparation of the entry lists or final instructions, the competitor concerned may be accepted in accordance with MSA Regulation D25.1.12. but only if the procedure can be completed without delay to the meeting. In this respect, the Clerk of the Course's decision shall be final and not subject to appeal. A fee of £ 10.00 will be charged in respect of administrative charges at the discretion of the Championship Co-ordinator.
- 19.1. The maximum entry fee for each round of the Championship shall be £ 50.00 for all classes, unless notified otherwise, with 30 days notice. Rounds 3, 4 & 6 are £ 70.00 including extended practice.
- 19.2 No refund of entry fees can be given and the fee will only apply to the meeting for which the entry was made and will not be carried forward. Refunds will be given in respect of any entry received after the maximum number of permitted entries has been achieved in each class/race, or to any reserve driver who does not take part in a meeting. If a competitor cancels his entry prior to the meeting the Entries Secretary may at his sole discretion, permit the transfer of the fee to the next meeting.
- 19.3 Entries will be selected in order of receipt by the Entries Secretary. Only entries on the official Entry Form accompanied by the correct entry fee will be considered for selection.
- 19.4 Where the number of entries exceed those permitted by the track licence for the particular venue, the Entries Secretary may accept up to 20% more entries than permitted for each class/race and these additional entries shall be called reserves and will take the place of any entered driver that fails to arrive, sign on, etc. The Organisers reserve the right to run such additional races as time and conditions may permit if sufficient demand exists. In the event that the reserve driver(s) do not take part in the meeting, a refund of race entry fees may be made in accordance with 19.2. Any reserves are to be indicated on the final list of entries published with the event programme, driver's final instructions or event Supplementary Regulations. Any reserve who replaces withdrawn or retired drivers will take up a position at the back of the relevant section of the grid.
20. Entries may be refused in accordance with 18.4, 18.5, 18.6 and 18.7.
21. In addition to the requirements set out in the General Regulations, the Entry Forms require details of Rochester Motor Club membership, Kart Race, Chassis and Engine numbers.
22. Drivers must be designated on the Entry Form.
23. The Organisers reserve the right to postpone, abandon or cancel the whole event or a race or races through reason of force Majeure, inclement weather or bad light.
24. The names of all Officials will be published in the event programme or as a List of Officials and displayed on the official notice board at each meeting. The names of the Championship Officials are noted in the Championship Regulations.

25. Provisional results will be displayed on the official notice board following each race. Results are deemed “Provisional” until all karts are released by the Chief Scrutineer after post race scrutineering and/or after completion of any judicial or technical procedure(s).
26. Awards are listed in the 2012 Formula 6 South East Championship Regulations, sub-paragraph 1.7.
27. Any Protest or Appeal must be lodged in accordance with C5 and C6 of the General Regulations.
28. Other:
 - 28.1 The Championship Regulation's detail specific requirements, particular to Formula 6 Kart meetings organised by Rochester Motor Club Limited.
 - 28.2 Karts will comply with 2012 Formula 6 South East Championship - Technical Regulations.
 - 28.3 Competitors, Parents and entrants are reminded that they are responsible for the behaviour of their mechanics and helpers. Anyone using bad language or threatening behaviour will be dealt with most severely. Any competitor, mechanic, helper, etc. who assaults or otherwise threatens any other person connected with the meeting in any capacity whatsoever, including spectators and circuit staff, will be subject to the penalties as prescribed in MSA Regulation C2.6.2.. If a penalty of a thirty day suspension is invoked under C2.6.2., then the competitor will not be eligible to enter the next Formula 6 Championship round for his class even if this does not fall within the suspension period.
 - 28.4 Driver's competition licences will be endorsed to record any penalty in respect of an offence or breach of Regulations committed by any mechanic, parent, children, helper, etc., connected with the team.
 - 28.5 Mini-bikes, Mini-karts, Rally-karts, Motor cycles, Mini-Motor cycles, pedal cycles, scooters, skate boards, roller skates or roller blades, radio controlled vehicles, (and any such like vehicles or devices) are banned from the paddock/pits (or other areas where vehicles and/or pedestrians are present) at all times during a meeting. This prohibition applies equally to ball games or the like. Animals are NOT permitted within the boundaries of certain circuits. Failure to observe this regulation by any member of a team or person associated with a team may result in the Clerk of the Course excluding the driver from the meeting. Where dogs are permitted at the circuit they must be kept securely on a short lead at all times and away from the dummy grid, parc fermé and particularly, the race circuit.
 - 28.6 Competitors are WARNED that the Road Traffic Act 1988 and the Motor Vehicles (Off Road Events) Regulations 1996 apply to ALL competitors when not actually competing, i.e. racing on the track.
 - 28.7 Any competitor who requires an up-grading signature, must give to the Secretary of the Meeting at time of Signing-on their 2012 Upgrade Card in addition to their Competition License. A competitor racing under a novice plate MUST hand in their 2012 Upgrade Card in addition to their Competition License to the Secretary of the Meeting before the start of each meeting. This act does not guarantee a licence up-grading signature. These are only obtainable from the MSA Steward who MUST be satisfied that the driving conforms to the required standard. A novice driver is any driver who holds an MSA National B Novice licence who cannot show evidence of six upgrading signatures and who has not previously held a licence of a higher grade.

- 28.8 It is required that all documents are current, valid and complete including competition licence, club membership cards, etc. Failure to produce any required document(s) may prohibit the driver from taking part in the event or cause a fine to be levied in accordance with H 22.1. of the General Regulations.
- 28.9 Each team is to make available a marshal (or helper over the age of sixteen) for the duration of each meeting who shall be a member of Rochester Motor Club or any other club affiliated to the MSA or is an MSA (or other recognised body) marshal. This marshal (or helper) must also sign-on with the Secretary of the Meeting at signing-on, attend the briefing and be available as directed by the Officials of the meeting. (Helpers may be designated duties, which include assisting by placement or collection to store of equipment before or after the meeting).
- 28.10 Competitors are reminded that all kart race circuits are subject to specific noise restrictions. As a general rule, engines are not to be started before 10 am. You are reminded that contravention of these restrictions, if blatant or persistent, will be the cause of complaint from local people and could cause further noise restrictions to be applied. In the worse case, the circuit may have to close. You are asked to co-operate with the Organisers and Track Owners to prevent this sort of nuisance. Any team that has to be told a second time may, at the Clerk of Course's discretion, be excluded from the meeting. You are reminded that the landowner has absolute right to ban any individual from a circuit.
- 28.11 "Pushers" are no longer permitted. However, subject to particular track rules, Parents (and other volunteers) may be permitted to act as "Course Marshals". When permitted, they will attend an induction course prior to commencement of each meeting and sign that they understand the requirements and duties they are to carry out. This is a pre-condition to Signing-On, being issued with an identity garment and being permitted "trackside".

DATA PROTECTION

Rochester Motor Club Limited and Formula 6 Association maintain records of members and drivers respectively. The three sources are Membership Application, Registration and Entry Forms. The information, which includes your addresses, phone numbers and e-mail address is used by the club to send information to you or to make contact regarding club matters. The information is not passed on to any outside organisation other than occasionally, when a Kart Circuit - e.g. Buckmore Park or Bayford Meadows are handed a set of address labels for them to post a mail shot to you about a karting related issue. Occasionally, we receive requests from one member to contact (normally phone) another. We make a judgement and sometimes we will pass the phone number on and sometimes we act as intermediary.

If any individual wants to limit or restrict their own details from being used in the manner set out above, please write to us and say so. In such circumstances, we will restrict the use of information to permit only club officials to make contact direct with you or to post (or e-mail) paperwork of club origin. This year, there is a statement in the Registration Form and RMC Membership Application/Renewal to the effect that you do not object. If you do object, please delete the statement and/or write to F6A and/or the RMC Membership Secretary.

SPRINT RELAY RACE RULES

1. Open to Members of Rochester Motor Club Limited who hold a valid MSA kart competition licence and are no longer a novice.
2. The race is between teams each comprising a number of Cadet and/or Junior and/or Senior Karts, and will be won by the team that aggregates the greatest number of laps completed at the end of the prescribed period.
3. Each team will comprise the same number of age groups/kart classes in a race.
4. Race format will be set by the "Organiser" and may be in any sequence of age groups/classes and any prescribed period(s) of time for each age group/class.
Race format will be either determined and publicised before the event or may be established just prior to the event on the day and to suit the competitors present.
5. A race may include each age class or only one or two classes or may include more than one of any class. Where the race format allows, a driver may compete in more than one class subject to the restriction below in respect of cadets.
6. At no time will the different age groups be on the track at the same time.
7. Before race commences each driver will have completed a minimum three lap practice.
8. Starting positions shall be determined by random number selection. Starts will be standing starts not rolling starts.
9. The race will comprise a sequence of races by each team of each selected class who will race for the prescribed period. The chequered flag will be shown to the driver who has completed the most laps at the end of this period and this part of the race is complete. Drivers will return to the paddock.
10. The next group of drivers, after the transfer of transponders (if appropriate), will assemble on the starting grid. The sequence shall be "pole" for the team in the first session who completed the most laps and so on and the last on the grid shall be the representative of the team who completed the least number of laps in the previous session. (i.e. not the aggregate).
11. When each of the next group are ready, the drivers will be assembled on the starting grid and the race will recommence when the green Start Lights are shown.
12. This sequence shall be repeated until the prescribed time periods for each of the selected classes has been completed.
13. Race groups will be any of the race classes currently authorised by the MSA.
14. Cadets will each use their own kart. No cadet driver shall be permitted to drive for longer than 30 minutes in any period. A minimum of two cadet drivers/karts is required for a sixty minute period. Longer periods shall be subdivided such that a cadet who has driven for thirty minutes shall not drive again until a period of thirty minutes has passed. Cadet Driver/kart changes shall be for a predetermined time, e.g. one minute, supervised and include the transfer of the transponder (if appropriate).
15. Junior and Senior drivers may share a kart in any stated class, subject to the minimum weight requirement. Seat liners may be utilised but they must be restrained by the use of heavy duty "Velcro" or similar, to the satisfaction of the Chief Scrutineer. Additional weight must be secured with two mechanical fixings.
16. The maximum number of teams will be limited to the number permitted by the current MSA Track Licence for Sprint Races or the maximum number of electronic readers available at the circuit (which ever is the lowest).
17. Penalties will be imposed by the Clerk of the Course in accordance with the MSA General Regulations. The punishments shall be limited to forfeit of numbers of laps, enforced driver change for a specified period, or exclusion, either driver or team, from the meeting. For matters a grave nature, including, but without limitation, dangerous driving or abusive behaviour the procedures in the MSA General Regulations shall apply.
18. Entry fees will be publicised prior to the event taking place and will vary according to the number of classes participating and the time period(s) involved.

REGISTRATION

for the

ROCHESTER MOTOR CLUB LIMITED

Promoted by Formula 6 Association

2012 Formula 6 South East Championship

Age if under 18 as at
28th February 2012 _____

Full Names of Driver _____

Date of Birth _____

Address _____

Telephone
Home _____

Daytime _____

Mobile _____

Post Code _____

e-mail _____

(please write clearly – BLOCK capitals if preferred)

If the driver is under 18 as at 28th February 2012

If not accompanying at race meetings

Full name of
Parent/Legal Guardian _____

Full name of
Guarantor _____

Address _____

Address _____

Post Code _____

Post Code _____

Class - Please circle or underline

Cadet	Honda Cadet (103 kg)	Honda Cadet Clubman (103 kg)	F6 Open Cadet (95 kg) - (Heavy (108 kg)
Junior	F6 Junior Royale	F6 Junior Royale Intermediate	Jun TKM 4 Stroke Jun World Formula
	F6 Junior Open	Junior Subaru	
Senior	Senior TKM 4 Stroke	Senior TKM 4 Stroke Heavy	Honda Sen Prokart F6 Senior Open Twin
	F6 Senior Prokart	F6 Senior Prokart Heavy	Senior World Formula F6 Senior Open

Preferred Race No (if available) _____ Please note numbers 0, 1, 2, 3 (or 50 - 53, etc.) are reserved

Have you joined Rochester Motor Club yet? Yes/No Membership No _____
(The driver must be a member and in the case of under 18 year olds, at least one parent/guardian)

I enclose the Registration Fee of £ 40.00 (prior to 28th February 2012 - thereafter £ 60.00)

Payable to "Rochester Motor Club Limited" Cheque No _____ Sort Code _____

Have you applied for a MSA Kart Race Licence? Yes/No Grade - Nat A, B or B Novice - Licence No _____

I am not a Novice/I am a Novice **Transponder Number** _____

I confirm that the Driver and for all under eighteen year olds, Parent/Guardian, agree to be bound by the Rules governing the Championship. Further, in respect of the Data Protection Act, I/we have no objection to personal details being used as set out on the last page of the Technical Regulations – Section 4.

Date _____ 2012 Name _____ (caps) Signed _____

Acceptance of Registration & Race Entry is subject to Championship rules & adjudication of Rochester Motor Club Ltd

This form together with the Remittance must be returned by 28th February 2012 to :
Roger Sheffield, 103 Tudor Avenue, Worcester Park, Surrey, KT4 8TU

ROCHESTER MOTOR CLUB LIMITED

To: The Entries Secretary, Ms. Joy Huxtable, 99 Willowside, Snodland, Kent, ME6 5QN.

2012 RACE ENTRY FORM - ROCHESTER MOTOR CLUB LIMITED - FORMULA 6

Race Date 2012

Driver Name Surname **Forename**

(Block capitals please)

Understandings, Declarations and Undertakings (Driver)

(D13.1 Held under the General Regulations of the Motor Sport Association (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations.

I declare that I have been given the opportunity to read the General Regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this event and agree to bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk.

D13.1.2 I understand that should I at the time of this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of my vehicle, I may not take part unless I have declared such disability to the ASN which has, following such declaration, issued a licence which permits me to do so.

D13.1.3 I undertake that at the time of the event to which this entry relates I shall have passed or I am exempt from an ASN specified medical examination within the specified period.

Signed **Date** 2012

State your age if you are under 18 The Understandings/Declarations/Undertakings prescribed above, if signed by a person under 18 years of age must be countersigned by the persons Entrant, whose full name and address must be given below.

Understandings, Declarations and Undertakings (Parent/Guardian/Guarantor)

Note : H7 states: "In all cases where the applicant is under 18 years of age it is necessary that the application is guaranteed by the parent or legal guardian, proof of guardianship may be required."

The Driver is under 18 years of age and this entry is made with my consent.

D13.1.a I declare that to the best of my belief the driver possesses the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds that will be reached.

D13.1.1 c) If I am the Parent/Guardian/Guarantor of the driver I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulation issued for this event and the General Regulations of the MSA. As the Parent/Guardian/Guarantor I confirm that I have acquainted my self with the General Regulations of the MSA, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences of those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Part 3 Appendix 3.

Note: Where the Parent/Guardian/Guarantor is not present a representative who must produce a written and signed authorisation to so act from the Parent/ Guardian/ Guarantor as appropriate.

Signed **Name (Block Capitals)**

Address
.....
.....

Relationship to the driver **Date** 2012

2012 RACE ENTRY FORM - ROCHESTER MOTOR CLUB LIMITED (CONTINUED)

Race Date 2012 Transponder number (provided by driver) _ _ _ _ _

Driver Details

Forename Surname

Address

.....

.....

Post Code Phone No

RMC Membership No

MSA Licence No * Nat A, Nat B or Nat B Novice .
I am/ am not a Novice *

State Class entered: Entry Fee **£ 50.00**
Class - *Please circle or underline* Rounds 3, 4 & 6 **£ 70.00**

Cadet Honda Cadet (103 kg) Honda Cadet Clubman (103 kg)
F6 Open Cadet (95 kg) or F6 Open Cadet Heavy (108 kg)
Junior F6 Jun *Royale* F6 Jun *Royale* Intermediate Junior TKM 4 Stroke Jun World Formula
F6 Junior Open Junior Subaru
Senior F6 Senior Open TKM 4 Stroke TKM 4 Stroke Heavy F6 Senior Open Twin
Sen World Formula Honda Senior Prokart F6 Senior Prokart F6 Senior Prokart Heavy

Cheque Number Sort Code Amount £
(Cheques to be made payable to "**Rochester Motor Club Limited**")

Kart Race Number Kart Chassis Number

Name, address and telephone number of a relative or friend to be informed in case of a serious accident

Name Phone No

Address

..... Post Code

This Entry Form is valid for all 2012 Formula 6 Meetings and may be photocopied, provided both sides are included, for individual meetings. Entries for each meeting are open from the date of publication of these Regulations until not later than eight days prior to the date of each meeting. Late Entries will be subject to the additional fees and other stipulations set out in the Regulations.

! WARNING ! MOTOR SPORT CAN BE DANGEROUS DESPITE THE ORGANISERS TAKING ALL REASONABLE PRECAUTIONS UNAVOIDABLE ACCIDENTS CAN HAPPEN. IN RESPECT OF THESE YOU ARE PRESENT AT YOUR OWN RISK

Procedures for Timed Qualifying

Timed Qualifying will be used at each round at both Bayford Meadows and Lydd meetings as noted in 9.2 of the 2011 Formula 6 Supplementary Regulations. The general format is as set out in the above and more specifically described hereinafter.

Race day format for each class or race group will be:

3 lap practice

Timed Qualifying Period allowed is 7 minutes

Pre-Final 1 and Race lengths will be 8 laps (unless modified by the Clerk of Course)
Pre-Final 2 or as may be otherwise advised in Race Order for the Day.

Grand Final Race lengths will be 10 laps (unless modified by the Clerk of Course)
or as may be otherwise advised in Race Order for the Day.

The driver recording the fastest lap in Timed Qualifying session in each class will start from pole position in Pre-Final 1 and 2. The next fastest; second, and so on; down to the lowest recorded fastest lap time who will start last on the grid. Should there be a tie in the qualifying times the driver who recorded the fastest time first pre-final will take the higher position on the Grand-Final grid.

Novice drivers are expected to start their Timed Qualifying session from the back of the other unrestricted drivers but will start in race at the position determined by their qualifying times.

Where there are combined classes, the two (or more) classes will be disregarded and the grid assembled based purely on the fastest lap time recorded by each driver. This applies equally to Novice drivers. Alternatively, the Clerk of the Course may decide to group the drivers by class.

Drivers not recording a time in the qualifying session shall start from the back of those timed, in the order that they stopped on the circuit.

Drivers who failed to start Timed Qualifying will be placed behind the foregoing.

Drivers having their Qualifying Times disallowed, shall start behind the foregoing, in the order that their times were disallowed.

During Timed Qualifying, drivers may return to Parc Fermé and make minor adjustments to their kart eg tyre pressures, replace punctured tyre/wheel, **provided** always that the driver is weighed upon exiting the circuit and before any work is commenced on the kart. Drivers are not permitted to change all four wheels/tyres during Timed Qualifying.

At completion of Timed Qualifying all drivers must ensure that they are weighed before leaving Parc Fermé unless excused by the Chief Scrutineer or the Clerk of the Course.

A driver found underweight shall have his qualifying times disallowed. No other penalty shall be applied. The driver's finishing positions in both Pre-Finals will be allocated nominal points (1st - 25, 2nd - 23, 3rd - 22 and so on down to 1 point). The total points accumulated from both Pre-Finals will determine the starting order in the Grand Final.

If the permitted Entries exceed 24 (or the limit of the track licence) and not more than 44 in any class then:

The total Entries shall be divided into three and each driver will contest two of three Pre-Finals. The first third of entries will contest Pre-Finals 1 and 3, the second third will contest Pre-Finals 1 and 2 and the final third will contest Pre-Finals 2 and 3. Entries will be sorted by the random number selection order used in the F6 computer system or by order of receipt of Entry.

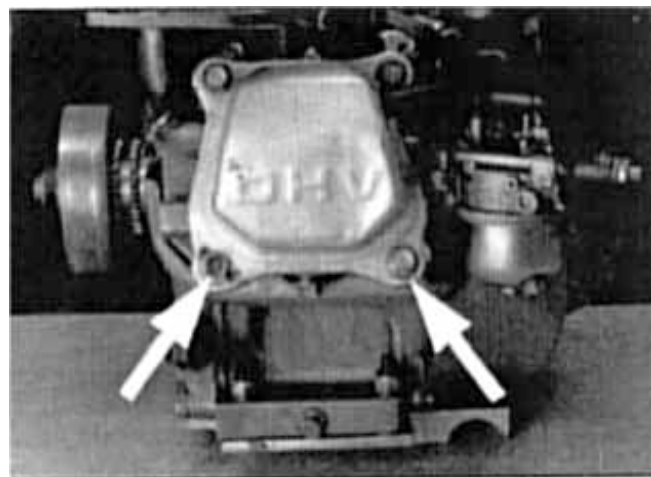
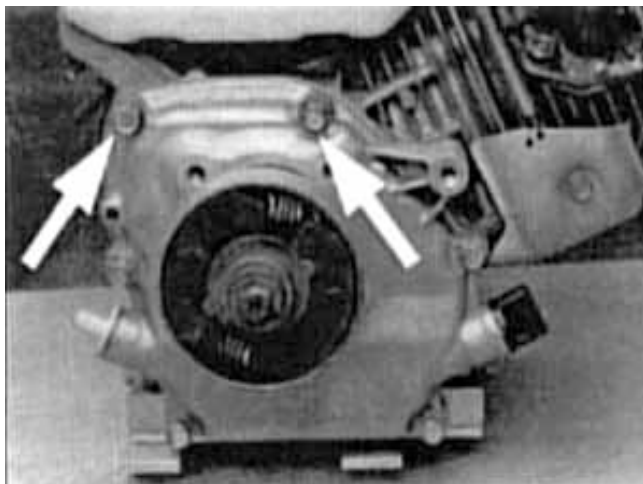
The grid positions for the start of each Pre-Final will be determined by qualifying times.

The top 20 drivers after the Pre-Finals would go directly to the Grand Final.

The balance of the drivers will contest a 'B' final. The first 4 will go on to the back of the Grand Final grid. Should there be a tie, the competitor with the higher finishing place in the first Pre Final shall take the higher position on the Grand Final grid.

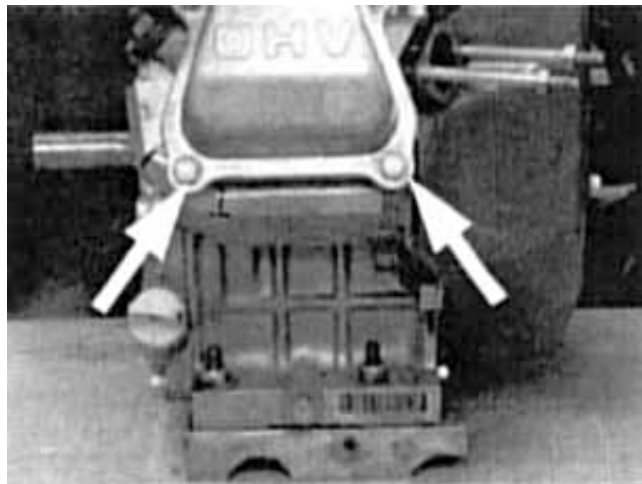
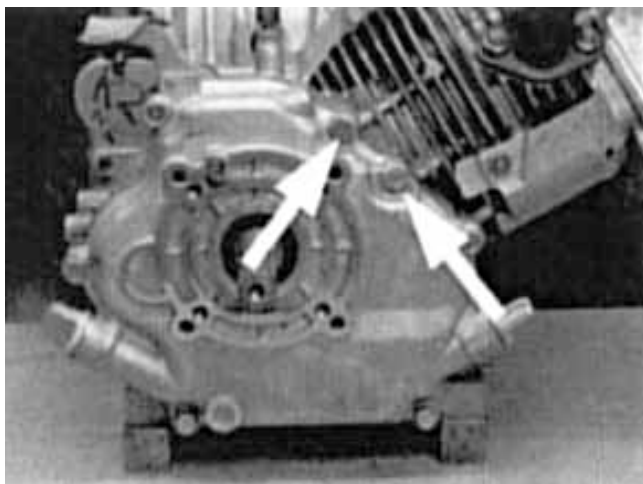
If for any reason, Timed Qualifying is unable to be completed, the grids for Pre-Finals will be determined by use of the F6 computer system for two heats.

Honda GX140 and GX160



Bolts indicated by arrows to be pre-drilled to allow lock wire sealing

Briggs & Stratton F6 Cadet and F6 Junior



Bolts indicated by arrows to be pre-drilled to allow lock wire sealing



Rochester Motor Club Limited, Founded in 1912