

GUERNSEY KART AND MOTOR CLUB LBG

KARTS SUPPLEMENTARY REGULATIONS ALDERNEY SPRINT

1. The Guernsey Kart & Motor Club LBG (GK&MC LBG) will organise a Restricted Permit Sprint Meeting on *Thursday 15th September & Friday 16th 2011* at Fort Corblets Alderney.
2. The meeting will be held under the General Regulations of the MSA Motor Sports Association Limited, (Incorporating the provisions of the International Sporting Code of the FIA), the Supplementary Regulations and written instructions issued by the GK&MC LBG.
3. The length of the course is 880 Yards and the surface is of tarmac.
4. MSA Certificate of Exemption _____ has been issued.
5. The events are open to all fully paid up members of the GK&MC LBG, Jersey Motor Cycle and Light Car Club and Jersey Kart Club.
6. All competitors must produce a valid Kart Race Competition Licence (minimum National B) and Club Membership Card when signing on.
7. The programme times will be:
Signing on starts at 0830 hours
Scrutineering starts at 0830 hours.
Any competitors not signed on by 0930 hours may be excluded.
Practise starts at 0930 hours, followed by timed runs on completion of practise.
8. The fastest official time produced by each competitor will be the time to count for awards.
9. Fixed Gear Karts will not be eligible for outright Fastest Time of the Day (FTD) award.
10. Provisional results will be published as soon as possible after each class, or following the end of the event. No results will be sent out but will be available on the Club website by the following Friday.
11. The maximum entry for the meeting including reserves is at the discretion of the GK&MC LBG. The minimum is 50. The minimum for each class is 1. Should any of the above minimum figures not be reached, the GK&MC LBG have the right to either cancel the meeting or amalgamate classes as necessary. Entries will be selected upon receipt of entry.
12. The entry list opens on **1st August 2011** and closes on **27th August 2011**.
The entry fee is TBA and includes the cost of return transportation Guernsey/Alderney for a competing vehicle.
Entries must be made on the official entry form and accompanied by the appropriate fee. Entries to be sent to Mrs. H. Robilliard, A'Jamais, 6 Hougues Magues Lane, St. Sampsons, Guernsey, GY2 4WA.
Tel: 01481 - 247892, Mobile: 07781 – 190532.
If any entry is cancelled prior to the closing date, the entry fee will be refunded but may be subject to an administration charge. If an entry is cancelled after the closing date, the entry fees will be refunded at the discretion of the GK&MC LBG.
13. The GK&MC LBG reserve the right to postpone or abandon the meeting if circumstances arise which in the opinion of the GK&MC LBG renders such a course of action advisable. In the event of postponement or abandonment entry fees shall be returned as follows:-
 - (a) If the event has not started and no vehicles transported to Alderney, 50% of the fee will be retained for administration expenses.
 - (b) If the event has started all monies will be retained.
14. All protests must be logged in accordance with the relevant sections of the current MSA Yearbook.
15. Competitors will have the opportunity of having two practise runs, having walked the course under official control.

16. Each competitor shall be given the minimum of one run in the same vehicle in each class entered, the fastest run of that competitor to count for the result. In certain circumstances an unequal number of runs between class competitors will be permitted at the discretion of the GK&MC LBG. If a competitor completes a timed run out of programme order without prior permission of the Clerk of the Course, that run will not be recognised as being eligible for inclusion in class results.
17. The GK&MC LBG will determine the starting order. Vehicles will start singly. The starting signal will be automatic traffic lights. The method of timing will be a photo-electric cell with a digital read out. Timing starts on breaking the beam. The finish will be indicated by a white line. A run will have commenced when the centre line of the rear wheel(s) has crossed the start line. All vehicles must be fitted with beam breakers as per MSA Technical Regulations.
18. Classes will comprise of the following:
250 Gearbox
 As per MSA 2011 Kart Race Yearbook
 Other classes may be allowed at the discretion of the GK&MC LBG.
All classes: All Chassis and Engines must comply with the MSA/ABkC regulations for their class however both wet and dry tyres are open, subject to diameter restrictions.
19. If any signed on person needs to be transported by ambulance they will be charged by the St. John Ambulance.
20. Competitors who are currently disqualified from driving on the public highway for 6 months or more will not be able to participate in this event.
21. The officials of the meeting are:-

MSA Stewards	Mr. Alan Le Page / Mr. Mark Le Cras
Club Steward	Mr. Peter Dempster / TBA
Clerk of the Course	Mr. Dave Le Cheminant
Secretary of the Meeting	Mrs. Heather. Robilliard
Scrutineers	Mr. Claude Ford / Mr. Alan Trustum
Time Keepers	Mr. George Allez / Mr. Roger. King
Course Marshall	TBA
Medical Officer	Eagle Medical Group
Child Protection Officer	Mr. Scott Rayson / Mrs. Tara Harvey

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FINAL INSTRUCTIONS TO COMPETITORS FOR FORT CORBLETS SPRINT ALDERNEY

These instructions are to be read in conjunction with the General Regulations of the MSA

1. Competition numbers will be displayed **only** on the days of the event if the vehicle is to be used on the Public Highway.
2. All competitors must sign on between 8.30 –9.30 and must produce a current competition licence when signing on for the class entered
3. Any competitor who is not ready when called upon to start may forfeit his run.
4. Any competitor who does not comply with instructions received from a Marshall or an Official may be excluded.
5. When called upon all competitors must return to the pits in an orderly manner and must not exceed 25mph. All helmets must be worn and seat belts fastened on the return from the paddock. On no account will passengers be carried in any competitor's vehicles
Overtaking is not Permitted on a return to pits
6. All competitors' vehicles must be conveyed to and from the event in accordance with the law.
7. Each competitor will be permitted one mechanic only to accompany him in the pits. Each mechanic must sign on.
8. The noise limits for this event are:- Karts - 105 db(A)
Failure to observe the noise restrictions will result in exclusion.
9. The use of any external device or power source to preheat the tyres of a competing vehicle, whether the tyres are fitted to the vehicle or not, is prohibited.
10. **All competing Guernsey Kart & Motor Club LBG members must supply a Marshal for two events during the current year. One Moto X and one Tarmac event Failure to supply the above Marshals may result in two future entries being refused at the discretion of the Committee.**
11. All competitors are required to be present when their vehicle is scrutineered. All competitors must produce their protective clothing and helmets when being checked by the Scrutineer.
12. **The Pits are a restricted area. There will be no smoking or Alcoholic drinks in the Pits at all times.**
13. Competitors are advised that the amount of spare fuel stored in the pits should be restricted to the absolute minimum required for that day's competition. Spare fuel must be stored in a container that is approved for the storage of fuel.
14. The use of a source to preheat the tyres is not permitted.
15. There will be no jewellery worn that obstructs the airways (e.g. nose, lips, tongue). The organisers reserve the right to revoke any entry in accordance with this regulation regarding jewellery worn on other parts of the body. All earrings must be removed or masked with tape.
16. All competing vehicles that leave the race area must be re-scrutineered before competing again.
17. If red flagged on a run, you must proceed slowly to the end of the course off the racing line.
18. Unless instructed to do so by the Clerk of the Course competitors are forbidden to return to the Start Line of the course (i.e. against the direction of racing).
19. Safety Helmets with *fin like* attachments or so called *stabilizers* at the rear must comply with current MSA current safety regulations.