



**2018 LITTLE GREEN MAN SERIES.**  
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**1. SPORTING REGULATIONS - GENERAL**

**1.1 Title & Jurisdiction**

The **2018 Little Green Man Series (LGM series)** is organised and administered by Trent Valley Kart Club on behalf of John Mills Engineering Ltd in accordance with the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit Number **CH2018/\_\_\_**

Status:

MSA Championship Grade :

Type:

**1.2 OFFICIALS.**

**1.2.1 The championship Co-ordinator is :** Mrs Danelle Short, 142 Bowmans Drive,  
Charnock, Sheffield. S12 3LH.

Tel : 07545 131099

**1.2.2 Eligibility Scrutineer :**

Mr Paul Klaassen

**1.2.2.1 Championship scrutineer :**

Mr Gary Walker

**1.2.3 Championship Stewards :**

Mrs Suzanne Wilson

Mr Robert Haynes.

Mr David Bewley

**1.2.3.1 Series Clerk :**

Mr Nigel Edwards

**1.3 COMPETITOR ELIGIBILITY.**

**1.3.1 Entrants must be fully paid up valid membership card holding member of at least one of the following club, Trent Valley Kart Club, Cumbria Kart Racing Club, West of Scotland Kart Club, Dragon Kart Club or Hunts Kart Racing Club, Whilton Mill Kart Club, **Forest Edge Kart Club**, be Registered for the Championship and be in possession of a valid MSA National Entrants Licence as a minimum. Competitors under the age of 18 must be accompanied by the holder of a Kart PG license who must sign on as Entrant of that competitor.**

**1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of one of the clubs listed above, be registered for the Championship and be in possession of valid competition Kart National B (Novice) licence as a minimum.  
Or, be a professional driver in possession of a valid licence (featuring the E.U. flag) and medical, issued by the ASN of a member country of the European Union.**

A competitor shall not take time off school to participate in motorsport without the prior written approval of their school. If participation in the Championship requires absence from school, drivers in full time 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.

**1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.**

**1.4 REGISTRATION.**

**1.4.1 L.G.M. registration should be made on the appropriate form, and you must be a member of one of the round hosting clubs.**

**1.4.2 Cadet IAME Championship registration fee is £315. This will include the drivers ticket for the end of season dinner / presentation evening.**

**IAME X30 Junior/Senior Championship registration fee is £100. This will include the drivers ticket for end of season dinner / presentation evening.**

Competitors may be required to carry L.G.M. series sponsors stickers as provided and in the position specified by the series organiser. To ensure no time is taken off school and parents time off work, practice in any class will not be allowed on any weekday (Mon - Fri) at the championship circuit on the week before the event in any class of kart. this includes any school holidays. Non compliance with this will result in a loss of 25 points from that round.

In fairness to all and assistances to clubs, No LGM series driver may enter or practice in, other than the LGM class on the same weekend if entered in to LGM for that meeting.

The classes are limited to 68 drivers in each class.

Individual race entries should be made on the club's forms enclosed direct to the organising club at their standard club entry fee. Please make sure your entry is in with the correct fee at least 10 days before race date. This is your responsibility  
 Competitors will normally have 3 heats, the top 20 or more (circuit dependant) qualify for the 'A' final. The balance going into the 'B, C final, with the top 4 finishers qualifying from each final moving up to the rear of the next final. The organiser reserve the right to reduce the number of laps due to time or light, the club has the right to change to timed practice. The club reserve the right, to hold selected heats on Saturday should they need more time, due to high entry levels.

**1.5 CHAMPIONSHIP ROUNDS.**

**1.5.1 & 1.5.2** The **2018 LGM Series** dates are as follows :

<b>RD.1</b>	<b>1st April.</b>	<b>P.F. INTERNATIONAL</b>
<b>RD.2</b>	<b>15th May</b>	<b>LARKHALL</b>
<b>RD.3</b>	<b>10th June</b>	<b>KIMBOLTON</b>
<b>RD.4</b>	<b>24th June</b>	<b>FOREST EDGE</b>
<b>RD.5</b>	<b>8<sup>th</sup> July</b>	<b>ROWRAH</b>
<b>RD.6</b>	<b>29<sup>th</sup> July</b>	<b>WHILTON MILL</b>
<b>RD.7</b>	<b>19<sup>th</sup> Aug</b>	<b>GYG</b>
<b>RD.8</b>	<b>7<sup>th</sup> Oct</b>	<b>P.F. INTERNATIONAL</b>

Date and venue of year end championship presentation dinner T.B.A.

The organiser reserve the right to change any date due to unforeseen circumstances.

**1.5.3** Contact Mrs Danelle Short, 142 Bowman Drive, Charnock, Sheffield. S12 3LH  
 Tel: 07545 131099

**1.6 SCORING.**

**1.6.1** There will normally be three heats with predetermined grid position, plus A, B, C, D finals if required for all competitors at each event. Grid positions will be determined by ballot/receipt of entry/other. Timed Practice Qualifying if used.

Heats must be a minimum of 8 laps / 8 minutes. Finals a minimum of 15 laps. or fifteen minutes if timed. (Unless shortened for reasons issued by the clerk of the course)

Championship points are as follows:

No points for heats will be awarded (except for cancellation / points taken from the grid position)  
 Championship points will be awarded to drivers for their finishing position in the final as follows:

A final 1st 100pts.      2nd 95pts.      3rd 92pts.      4th 90pts      5th 89pts reducing by 1 point. 3 bonus point given for 'A' final pole position and 2 bonus point for the fastest lap in the A, B, C final. Points are given down to 68th place. For competitors at rounds 7 and 8 a bonus of an additional 5pts will be added to the normal finishing points.

Overall positions best 7 from 8 results to count. In the event of any meeting being cancelled through force majeure, this round will be classed as void therefore reducing the total and drop rounds by one. If a driver has won the series and wishes to compete in remaining rounds, his title may not be taken away with an exclusion.

If a meeting has to be abandoned after all heats have been run, points will be awarded for the relevant final grid positions, bonus points will be given for pole position, but no bonus points for final fastest lap.

All points will be dropped including bonus points for any meeting that is cancelled.

If a round is cancelled the overall championship will reduce by same. The championship must complete more than 75% for a champion to be declared. All drivers in the finals will receive points as listed, including a non- finish and non -compliance. However, penalty points will be applied and deducted from these scores. A major excluded driver must count this as a total score and cannot be used as a dropped score.

**1.6.2** The cadet privateers cup. This is voluntary announced when entering the series. Each privateer driver will carry a small 'P' on his/her front number Nassau panel to acknowledge this. Awards will cover the first three places if numbers permit. A driver will be removed from the cup if he/she joins a team at any point as this is a program for parents to be looking after their son/daughter without a team's involvement. **Race numbers. The LGM will use 1-99 for IAME cadet class. 101-199 Senior X30. 201-299 Junior X30. These registered numbers will stay the same throughout the 2018. Letter plates are not to be used. Except the O plate winners may use**

## **100 in Senior X30 and 200 in Junior X30**

- 1.6.3** To resolves points ties, the driver with the higher full score, next the most number of final wins. Next, the finishing positions from the last round. In the event of two or more drivers recording the same fastest lap in the final both will receive the additional points. Timing by official means.
- 1.6.4** Championship Points Appeal shall be as per **2018 MSA yearbook section competitors breach of regulations [C6.5.1]** A driver excluded from a round cannot count this as a dropped round.
- 1.7** AWARDS.
- 1.7.1** Trophies will be awarded to the first 20% of finishers in the A final. In addition to normal race finish trophies, A Final pole position, fastest lap, best turned out kart, and privateers will be presented at the presentation half an hour after the final results have been posted. All awards must be accepted personally.
- 1.7.2** Perpetual Championship trophies will be awarded to the overall class winner in each class. Any overall series awards other than trophies are subject to the generosity of the series sponsors.
- 1.7.3** SPECIAL ONE OF PRIZES may be awarded at each round by the sponsors of the championship. Further awards will be awarded at the presentation dinner at the end of the year.
- 1.7.4** Presentations:  
Garlands and Trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Prize money and bonuses shall be presented to the entrants within 7 days of the results being declared final after each round.
- 1.7.5** Entertainment Tax Liability  
In accordance with current government legislation, the Trent Valley Kart Club is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.  
That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the Trent Valley Kart Club is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.
- Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and no later than 30 days before the payment is due.  
For further information contact HMRC Personal Tax international, foreign Entertainers Unit, St Johns House, Merton Road Liverpool L75 1BB. Tel: 0151472488 F: 01514726483
- 1.7.6** Title to all Trophies  
In the event of any provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors must return such awards to the LGM Series in good condition within 7 days.

## **2 SPORTING REGULATIONS - JUDICIAL PROCEDURES**

- 2.1** Rounds. In accordance with section C of the current MSA yearbook and the Supplementary Regulations, the CIK-FIA Judicial Trial & the **2017** Karting Trial table of mandatory penalties as appended to these Regulations
- 2.2** Championship. In accordance with Section C of the current MSA Yearbook and the Supplementary Regulations, the CIK-FIA Judicial Trial & the 2017 Karting Penalty table of mandatory penalties as appended to these Regulations.
- 2.3** By registering for the Championship all competitors, and their associates, commit to the MSA Race n Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these Regulations.
- 2.3.1** Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of championship points and/or race bans through to Championship Expulsion and referral to the

MSA.

### 3 TECHNICAL REGULATIONS

#### 3.1 Eligible Vehicles

The LGM series is for competitors participating in Cadet karts which conform to the MSA Technical and Safety Regulations. The Engine must be in accordance with the Technical Data logged with the M S A. Each driver will be allowed 1 kart & 2 engines only, per race meeting. It is the competitor's responsibility to ensure that the correct kart & engine numbers and other details are recorded on the scrutineering card. Cadet class karts with IAME 60UK Gazelle engines only are permitted. IAME X30 Junior & Senior class karts with IAME X30 engines only are permitted. **Iame Cadet karts are required to use the approval plastic type rear bumper only (RPS) in LGM events.**

The competitors must abide by the hosting club supplementary regulations and these championship regulations. Any driver excluded for technical infringement will lose all points from the round plus an additional 25 points. However, for a minor technical infringement (e.g. underweight, side pods outside wheels, air box, broken or missing etc.), the Clerk of the Course shall have the discretion to waive this penalty and classify the infringement as a non-compliance. If a driver is excluded during the heats he/she is eligible to participate in the final, provided the infringement is not classed as a major infringement (see below), as exclusion from the meeting would be expected. It is expected that the penalty will be applied for engine, tyres or fuel infringements, which are classified as major technical infringements. This round must count as one of the 8 scoring rounds, in this event. For minor exclusion's the driver will receive points for the place of listing on the official result sheet for that race.

Each cadet entrant must purchase one set of DUNLOP LS2 CADET SLICK TYRES, plus one set of DUNLOP KT3 WET TYRES from the organizer, prior to their first event. To ensure equality the marked tyres will all be supplied from the same batch where possible. The controlled tyres only must be used when racing in LGM heats/TQ or LGM final. If replacement Wet Tyres are deemed necessary J M will supply these from the same batch where possible and will bring them to the next championship round. At the end of each meeting the marked tyres must be returned to the organiser in the tyre bags supplied. Accident damaged wheels or tyres may be replaced at the scrutineers' discretion and purchased from the organiser.

Each IAME X30 Junior & Senior entrant must purchase one set of new KOMET K1H SLICK TYRES from the organizer prior to each event. The exception is round 7 where the tyres are carried over. To ensure equality the tyres will be supplied from the same batch where possible. The controlled tyres must be used in LGM heats/TQ and Final. Morning warm up is optional. Accident damaged tyre may be replaced at the scrutineers' discretion and purchased from the organiser.

Only **2018** model Komet K1W Wet tyres maybe used. These display rounded corner barcode with a 'K' prefix on the code.

3.1.1 In the event of new cadet tyres being required due to excess wear of the controlled set, a vote will be taken with All drivers present at that round, with the majority winning the vote. This applies to all competitors at the round. If the vote is 'for' then new control tyres will be made available at the next round by JM.

3.1.1.1 Control fuel will be from a roadside filling station nominated by the organizer or supplied by the organizer for that event. Fuel must comply with MSA Year Book regulations the organizers reserve the right for the series scrutineer to request any competitor at any time to change his fuel to fresh control fuel mixed with Shell Advanced Racing M supplied by the organizers. This will be dispensed at each round in Parc Ferme. Electronic Fuel testing equipment may be present at each round for on spot checking and the competitor may be asked to change fuel if required by the scrutineer. This will be notified to the COC if relevant.

#### 3.2 Eligible Classes.

Cadet IAME, Iame X30 Junior, Iame X30 Senior class karts only.

3.2.1 **Race numbers. The LGM will use 1-99 for IAME cadet class. 101-199 Senior X30. 201-299 Junior X30. These registered numbers will stay the same throughout the 2018. Letter plates are Not to be used. Except the O plate winners may use 100 in Senior and 200 in Junior**

#### 3.3 Safety Requirements

Safety regulations as per MSA regulations

**VOLUNTEER OFFICIALS' & ORGANISERS' COMMITMENTS**

**I WILL:**

**THE RACING CODE**  
[www.msauk.org/respect](http://www.msauk.org/respect)

- Recognise that there are different groups within the racing family and treat them appropriately
- Create a welcoming, friendly and safe environment for everyone
- Treat every competitor fairly and encourage others to do so
- Recognise that as a representative of the sport, I have a duty to be polite and treat racers, volunteers and supporters with respect

**PARENTS' & GUARDIAN'S COMMITMENTS**

**I WILL:**

- Encourage my young driver to have fun and enjoy racing
- Not put pressure on my young driver to take part
- Not impose my own ambitions on my young driver
- Not expect my young driver to win and recognise that the benefits of junior racing lie in the skill acquisition and not about winning events and championships
- Not criticise my young driver when they make mistakes
- Never encourage my young driver to break or bend the rules
- Respect other competitors and their families and applaud their success
- Respect the decisions of the officials at all times

**COMPETITORS' COMMITMENTS**

**I WILL:**

- Race for enjoyment
- Try my best at all times
- Race fairly
- Be polite and treat everyone with respect
- Not show off if I win
- Not get upset if I don't win



**TEAMS' COMMITMENTS**

**WE:**

- Accept that racing is primarily about enjoyment
- Will not put pressure on young racers to achieve results
- Will recognise that junior racing is about skill acquisition, not about winning events and championships
- Will never speak or behave inappropriately
- Will encourage all racers to respect the rules and the authority of the officials
- Will never encourage a racer to break or bend the rules, nor to drive in a manner that could cause injury to themselves or others
- Recognise this is not Formula 1



## MEETING BULLETIN

Organising Club: ..... Venue: .....

Date: ..... Status: ..... Permit No.: .....

### **MSA KARTING TRIAL OF CIK-FIA JUDICIAL PROCEDURES**

The Motor Sports Council has agreed that a limited trial of the CIK-FIA system of judicial procedures will be undertaken and evaluated. This meeting is one of those selected to form part of that trial.

The judicial procedures to be applied at this meeting will therefore be as follows:

1. All judicial decisions will be taken by the Stewards of the Meeting, not the Clerk of the Course.
2. The Clerk of the Course will, as usual, have full responsibility for the running and conduct of the meeting in accordance with the regulations. This includes the control of practice, heats and races, adherence to the timetable, the starting procedure and the stopping or suspending and restarting of races.
3. The Clerk of the Course will refer any incidents or possible breaches of the regulations to the Stewards of the Meeting, who will be responsible for investigating these and, if they deem it appropriate, imposing any penalties. The decision to show the black flag to any competitor will also rest solely with the Stewards of the Meeting, having considered a request from the Clerk of the Course.
4. The penalties to be applied by the Stewards of the Meeting will be in line with the MSA's mandatory karting penalties (as revised from time to time– see attached).
5. Any protests must be lodged as usual in accordance with C5.1.2 but they will be heard and adjudicated on by the Stewards of the Meeting, not the Clerk of the Course. The usual time limits as per C5.2 and the usual protest fees as per Appendix 1 Article 13.1 will apply.
6. Any appeals against decisions of the Stewards of the Meeting will be heard as usual by the National Court (but note article 7 below). The usual process and time limits as per C7.1 will apply, with the exception of removal of the restriction on grounds for appeal at C7.1.3. Any Eligibility Appeal must be submitted as usual in accordance with C7.2. The usual appeal fees to the National Court set out in Appendix 1 Article 13.4 will apply.
7. For the purposes of this trial, Motor Sports Council has agreed that neither the Steward's decision for imposing any time, place or lap penalty nor any such time, place or lap penalty itself shall be capable of being the subject of any appeal and that the Stewards' decisions on both aspects is therefore final.



8. Motor Sports Council has also agreed that, where a competitor is entitled to lodge an appeal and does lodge a valid appeal the penalty will be suspended for the duration of the meeting save where the penalty has been imposed for any one or combination of any of the following: C1.1.7., C.1.1.9. (as it relates to physical assault or threat of) or C2.6.3. However, the suspension does not allow the competitor to take part in the prize-giving or the podium ceremony, nor to appear in the official classification of the competition in any place other than that resulting from the application of the penalty.

For the purposes of this trial, and in so far as it is necessary, the following regulations are varied by the authority of the Motor Sports Council (in accordance with A2.5) as required to facilitate the undertaking of this judicial procedures trial at this meeting:

(a) Regulations relating to the Clerk of the Course judicial role:

C2.3, C2.3.2, C2.3.4, C2.4, C2.5, C3.1.1, C3.2, C3.3, C5.1.1, C5.2.3, C5.3.5, C5.3.5.2, C5.4, C5.4.1, C5.6;

(b) Regulations relating to the Clerk of the Course powers and responsibilities: G5.2.18, G5.3, G5.3.1, G5.3.2, G5.3.3, G5.3.5, G5.3.6, G5.3.7, G5.3.8, G.5.3.10;

(c) Regulations regarding the Stewards of the Meeting role as an appeal body: C6.1 to C6.6 (with the exception of C6.5), G7.2.5;

(d) Regulations regarding the Stewards of the Meeting powers and responsibilities: G2.4, G2.4.3;

(e) Regulations regarding appeals to the National Court: C7.1.3, C7.3.1;

(f) Other relevant provisions:

Appendix 4 – Judicial Notes for Guidance, Articles 1, 2 and 3.

**2018 KARTING PENALTIES**  
**- STEWARDS (CIK TRIAL)**  
**Summary of Mandatory Penalties**

The following penalties are as defined on the Stewards Decision Notification and accompanied by the Stewards Decision Notification Explanations issued by MSA. These are mandatory penalties.

*PLEASE NOTE: Time, place or lap penalties and also the reason any such penalty is imposed are not appealable*

INFRINGEMENT / DESCRIPTION	PENALTY	
(C)2.3.2	Gaining an Unfair Advantage	10 Seconds or 1 Lap Penalty
(C)1.1.5	Driving in a manner incompatible with general safety	1 Lap Penalty or Race Disqualification
(C)1.1.8	Driving in a manner incompatible with general safety - <b>Aggravated Contact</b>	Race Disqualification or Meeting Disqualification & Consideration of licence suspension
(C)1.1.6	Contravention of flag signal <u>before or after Race</u> - ¼ Black/Yellow / Yellow	10 Seconds Penalty
(C)1.1.6	Contravention of flag signal <u>during Race</u> - ¼ Black/Yellow / Yellow	1 Lap Penalty
(C)1.1.6	Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
(C)1.1.6	Contravention of flag signal - Black Flag (ignored more than once)	Race Disqualification or Meeting Disqualification
(C)1.1.9	Abusive Language, Behaviour or Assault -	Race Disqualification (4 points)
(C)1.1.9	Abusive Language, Behaviour or Assault - <b>Serious</b>	Meeting Disqualification (8 points) & Consideration of licence suspension
(H)33.1.3	Failure to attend Drivers' Briefing (recommend £50)	Fine of £.....
(H)33.1.4	Failure to obey an Official of the Meeting	Race Disqualification (4 points) or Meeting Disqualification (8 points)
(C)3.1.1	Scrutineer Non-Compliance Report, vehicle or component ineligible	Race Disqualification or Meeting Disqualification
(U)17.29	Underweight	Race Disqualification
(U)8.1	Failure to report to Scrutineering	Race Disqualification or Meeting Disqualification
(C)2.3.4/(U)17.1.6	Incorrectly positioned front fairing - race	10 Seconds penalty
(C)2.3.4/(U)17.1.6	Incorrectly positioned front fairing - TQ	Deletion of fastest time
(U)17.1.6	Attempting to tamper with or reattach the front fairing <u>during race / timed qualifying</u>	Race Disqualification
(U)17.1.6	Intentionally reattaching the front fairing after chequered flag	Meeting Disqualification & Consideration of Referral to MSA

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Stewards issuing further penalties against other breaches of regulations as defined in (C)2.1.

