



Regulations

1. INTRODUCTION.

The following regulations provide a structure to enable the British Historic Kart Club to promote and organise historic kart events. They aim to ensure the health and safety of drivers, and everyone involved with its events. Many BHKC events are organised by clubs that are members of either the CIK or Motorsport UK (MSUK), and these regulations also incorporate the agreed guidelines and regulations of these two organisations.

In these regulations, the BHKC refers to the British Historic Kart Club.

2. EVENTS

Events will fall into two types. 'Static Display' and on track 'Demonstrations'

Static Display

Any event at which the BHKC is invited to, is to display karts without driving. Typically, such an event would be one of the kart or motor shows that we are often invited to and attend wherever possible.

Members: Please remember, you are representing the BHKC and therefore need to act honestly, with integrity and most of all be respectful, as often you will be dealing with the general public and the need to always portray the best image possible.

Karts: All karts displayed need to be presented in the best possible condition, clean, tidy, and as near to original as possible. Karts will be displayed with a Data Sheet with as much information about the kart in a clear and precise way.

Demonstrations

Most demonstrations will also include a static display and the above will all apply.

Additionally, where on track demonstrations take place. Circuits/venues/host clubs will often have in addition to our regs, Supplementary Regulations (SRs). Please ensure all regulations are adhered too. A typical event would be: The Donington Historic Festival or the Sherington Revival Meeting.

These demonstration events are covered by the following regulations.

The course is to be marshalled as for competition and with normal event medical requirements in place.

The duration of a session should not exceed 15 minutes.

The number of karts on the circuit should not exceed the maximum permitted by the track licence.

3. ENTRIES.

Entries will be required for all meetings. These may take the form of registration for minor events but for larger events a full entry form will be required, complete with the required entry fee at least 7 days prior to the event.

4. GENERAL PRESCRIPTIONS

All Drivers must be thoroughly acquainted with these regulations.

Participation in a Historic Karting Event is completely at one's own risk. The BHKC, CIK-FIA, the MSUK, Organisers or any Officials can in no way be held responsible for any damage and/or injury occurring while participating in a Historic Karting Event.

No karts may participate in an Event unless they have been checked by the Scrutineers. Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity. A Driver shall not be allowed to change their kart or equipment after they have been identified at Scrutineering. The Driver must ensure that the kart and equipment comply with the conditions of conformity and safety throughout the Event.

5. ELIGIBLE DRIVERS

The Driver must reach the following birthday during the calendar year:

- 13 years old for a category with a cylinder capacity up to 100cc. Drivers under 15 to use a maximum of 19mm restrictor or maximum 19mm venturi carburettor
- 16 years old for a category with a cylinder capacity up to 210cc
- 18 years old for any category with a cylinder capacity over 210cc.

6. DRIVER CONDUCT

At all times drivers must be aware of the potential risks especially whilst driving at full speed, as this is permitted, care must be taken to avoid any incident with other drivers and to stay on the track. Drivers must be very mindful of the difference in speed of karts, when overtaking karts from the various eras.

All drivers must always act in a responsible manner. Gentlemanly conduct must be the rule of the day. MSUK, minimum RS Clubman are required, and the drivers must satisfy the BHKC that they are competent.

Karting is described as a non-contact sport but with the speeds involved and the closeness of driving it is inevitable that incidents can occur. Because of our motto, 'Preserving kart heritage' it is essential that we are extra careful in avoiding incidents and we do not have the excuse of 'race incidents' as we are demonstrating, not racing.

When permitted, due to small attendances Classes may be mixed. On such occasions gearbox and non-gearbox karts will use a common circuit. Gearbox drivers must give way to non-gearbox in all corners and allow them room to take their own line. This is a simple way to ensure incident free demonstrations.

A similar situation will also apply when karts of different era's and power are on the track at the same time. Respect the other driver and **back off rather than knock off**. Dangerous or unsporting driving is strictly prohibited and may result in exclusion from the Event.

The Driver is deemed to know all flag signals and follow the instructions of the Officials. Systematic or repeated offences may result in exclusion from the Event.

Once the green flag has been waved, pushing a kart to start must be done before reaching the 'Safety Line'. Drivers must take special care on the following laps for karts still in process of starting and ensure yellow flags are obeyed. Pushers are not allowed on the track once the kart has started.

It is strictly forbidden to drive a kart in a direction opposite that of the track direction, unless this is strictly necessary to remove the kart from a dangerous situation. Drivers who do not respect this prescription will be excluded from the Event.

Should a Driver be compelled to stop their kart, it needs be removed off the track as rapidly as possible. The Driver must then go to the nearest marshal post until the chequered flag is displayed.

Any Driver intending to leave the track or to enter the pits shall demonstrate his intention in due time and make sure that it is safe to do so.

7. PROTECTIVE CLOTHING.

Static Display

Members are encouraged to wear period costume at such events. Club shirts or similar also enhance the presentation of any display.

Demonstrations

Whilst we appreciate it would be nice to use period racewear, the safety aspect must come first therefore please ensure the following applies.

Helmet

MSUK approved crash helmets for kart racing must be to one of the following standards:

- FIA 8860-2010
- FIA 8859-2015
- FIA 8860-2018
- FIA 8860-2018-ABP
- SNELL SA2015 (Not valid after 31/12/2026)
- SNELL SA2020
- SNELL K2015 (Not valid after 31/12/2026)
- SNELL K2020
- SNELL – FIA CMR2007
- SNELL – FIA CMS2007
- SNELL – FIA CMR2016
- SNELL – FIA CMS2016

(b) In addition the following are acceptable for:

Motorsport UK National Kart Racing Events:

- SNELL K2015
- SNELL – FIA CMR2007
- SNELL – FIA CMS2007
- SNELL – FIA CMR2016
- SNELL – FIA CMS2016

The driver is reminded of the following essential criteria when buying or using their helmet:

(a) Correct Standard.
(c) Security.

(b) Correct Fit.
(d) Condition.

Overall

For Short Circuits, suits bearing the CIK homologation label or leather suits are required. For Long Circuits all drivers must wear leather suits. Leather suits must have a minimum thickness of 1.2mm measured at any part of the suit. Please ensure suits are not torn and that zips are intact and firmly fastened when wearing.

Gloves

A pair of undamaged race gloves covering the hands and wrists completely.







Boots







A pair of undamaged race boots covering the feet and ankles completely.

8. FLAG SIGNALS.

Flag signals must be always obeyed. Failure to do so will lead to disciplinary action.

All flag signals will be in accordance with current MUK regulation J16 with exception of start and finish flags.

	<p>Stationary: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.</p> <p>Waved: Great danger, slow down considerably. Be prepared to suddenly change from the projected racing line, including stopping if necessary. No overtaking.</p>
	<p>Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.</p>
	<p>The driver must stop at their pit within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced.</p>
	<p>Immediately slow down to a steady pace (as on a rolling start) and must line up in order behind the leader who will act as the pace setter. The race will be resumed by the display of a Green Flag at the start/finish line and withdrawal of the Yellow/Black flags. No overtaking until past the green flag</p>
	<p>End of Race or Practice.</p>
	<p>False start, slow down and reform the grid. Continue another rolling lap, stay in formation at the speed set by the pole sitter at the front.</p>

	<p>Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The kart concerned must call at its pits for repairs on the next lap.</p>
	<p>Stationary: Slippery surface ahead Waved: Slippery surface imminent</p>
	<p>Stationary: Another competitor is following closely behind. Waved: Another competitor is trying to overtake.</p>
	<p>A service car or slow-moving kart is on the circuit. The flag will be waved to indicate the sector of the track that the slow-moving vehicle is in and held stationary whilst the vehicle is in the next sector.</p>
	<p>All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.</p>
	<p>Start (in absence of lights). For a rolling start: karts start at the moment the flag is raised. For a standing start: karts start at the moment the flag is dropped.</p>

9. KART REGULATIONS

General

All karts must comply with the regulations in force at the time of manufacture of the kart. The BHKC has decided to introduce some specific regulations in the interest of safety.

- **Chain Guard** - All karts must be fitted with adequate chain guards that effectively protect the exposed chain and sprockets; it must extend to at least the lower plane of the rear axle. In addition, adequate finger protection on direct drive front sprockets must be provided.
- **Seat** - All karts using glass fibre seats must have a minimum 50mm diameter washer fitted between the seat and any seat supports.
- **Brakes** - An effective rear brake working on both rear wheels is mandatory (except for karts of the veteran category, which were originally fitted with a brake acting on only one wheel). For the gearbox karts the brakes must work on all four wheels (except for those Veteran gearbox karts which were originally only fitted with rear brakes). A brake cable must have a minimum diameter of 1.8 mm and be secured with a cable clip of the flat clip type.
- **Number Plates** - All karts at all events must carry number plates representative of their age and class. A front number plate is to be fitted as a minimum requirement. A record of preferred numbers is being assembled by the club in order to prevent duplications but the same number on different colour plates will be allowed.
- **Noise** - In order to reduce the noise, the exhaust silencer must always comply with the noise limit in force at the Event. When exceeding the noise limit an extra silencer is compulsory. Any infringement shall be notified and may result in exclusion from the Event.

To ensure our access to all race circuits it is important that we keep our noise levels to current MSUK levels. The onus is on the entrant.

The BHKC understands this will be difficult for some engines and the following guidance may help.

- For demonstrations, supplementary silencing of a temporary but secure nature may be fitted in order to reduce noise levels to an acceptable level.
- For many direct drive karts the addition of a 'TKM' or 'Decibel' end can to the current silencer plus some form of inlet airbox or filter may well suffice. For less adaptable engines like those with integral silencers, a complete bolt on alternative may be necessary.
- Gearbox karts have a similar option, the use of a modern silencer or similar device, coupled with an inlet box or filter like what 210s use would work well. When selecting a silencer, be aware that the number of right-angle bends is specified in current regulations for a reason; they are quite effective in silencing.

Telemetry, Data logging and Cameras

Telemetry and data logging are prohibited. Only instruments fitted to the kart as in the relevant periods are allowed if they comply with the category concerned and have been approved by a Scrutineer. Cameras are permitted at the sole discretion of the organisers and must comply with MSUK regulations.

10. ELIGIBILITY.

This is largely based on tyre width and chassis design changes as they occurred.

Periods refer to the first production date of the kart rather than the actual date of manufacture. The chassis-engine-tyre combination must comply with the category shown below. Where the chassis, engine or tyres are from a later period the kart will be considered to be in that category.

Class	Period	Chassis Information
Veteran	Up to Dec 1963	Tyres not exceeding 4"
Vintage	1964 - 1971	Tyres not exceeding 4"
Historic	1972 - 1977	Rear axles up to 1" Overall width of the kart must not exceed 1300mm. Tyres not exceeding 6"
Classic	1978 - 1984	Rear axles up to 30mm Overall width of the kart must not exceed 1300mm. Tyres not exceeding 7.1"
Post Classic	1985 - 1999	Rear axles up to 50mm Overall width of the kart must not exceed 1400mm. Tyres not exceeding 7.1"
Formula TKM	1988 - 1999	Rear axles up to 30mm Tyres not exceeding 7.1"
Formula A	1985 - 1999	Rear axles up to 50mm Overall width of the kart must not exceed 1400mm. Tyres not exceeding 7.1"

11. ENGINE ELIGIBILITY

Class	Period	Engine Information
Veteran	Up to Dec 1963	Class 1 - max 100cc Class 4 - max 200cc
Vintage	1964 - 1971	Class 1 - max 100cc Class 4 - max 250cc
Historic	1972 - 1977	Class 1 - max 100cc Class 4 - max 250cc
Classic	1978 - 1984	Class 1 - max 135cc Class 4 - max 250cc*
Post Classic	1985 - 1999	Class 1 - max 135cc Class 4 - max 250cc*
Formula TKM	1988 - 1999	Class 1 - max 115cc
Formula A	1985 - 1999	Class 1 - max 135cc Class 4 - max 100cc

***Water cooled engines are Eligible**