

BAMBINO KART TRAINING – 6-7 YEAR OLDS: **Guidelines for ARKS Instructors, Examiners & Clerks**

INTRODUCTION

The MSA has embraced a Bambino kart class for 6 and 7 year olds from 1.1.10 which is described as pre-Race training for 6 and 7 year olds, which can only be held on circuits specifically licensed by the MSA for Bambino, and manned by experienced marshals with an ARKS Instructor, ARKS Examiner or MSA Kart Clerk of the Course in attendance. Drivers in competition must hold a Kart Clubman licence after the approved pre-competition training, which they can obtain from their 6th birthday and may continue in Bambino until the day before their 8th birthday. The licence costs £36 (2014 fee) and when they go on to buy an ARKS Start Karting Pack for £75 to upgrade to a National B (Novice) licence that will be included in the pack price. For the full and up to date regulations please see the MSA website www.msauk.org which supersede those in the MSA Kart Race Yearbook for 2014. These Regulations are subject to periodic review and possible alteration. Organisers are urged to download the latest version prior to organising any Bambino Kart Event.

The drivers must wear protective clothing to normal MSA Blue Book standard, i.e. a CIK homologated kart suit, and helmets must be of the Snell CMR/CMS 2007 FIA youth helmet standard.

Bambino chassis, brake and engine must be registered with the MSA on the approved form before being permitted for competition. Chassis wheelbase is to be between 750mm and 880mm. From 1.1.14 only the homologated Le Cont MSA 04 all weather tyres and Comer C50 engine with approval seal are permitted. Please refer to the latest class regulations which are on the MSA Website, the regulations in the MSA Kart Race Yearbook 2014 have been superseded. Approved chassis registration forms are also listed on the MSA website, in the Kart Technical publications section.

Details for number of karts on circuit, start intervals, marshal posts, etc will be contained within the Track Licence document, which should be checked. Initially tracks were licenced with a special short circuit but many tracks have now been licenced for a full length circuit.

The notes below reflect the role of the ARKS Instructor or Examiner or MSA Kart Clerk of the Course at such an event.

EVENT FORMAT

The MSA have mandated on the following event format, taking place within an MSA permitted event:

Event Format

- The number of Runs to be defined in SRs, and must be a minimum of two, but ideally should be four, plus practice.
- Practice session times used to determine start order for the Run 1. (Noted this reduces possibility of kart interaction during the Run).
- Competitors start from the dummy grid at intervals no less than 2 seconds.
- If the grid is to be split, the practice session times will also determine the two groups for the duration of the event. Alternate fastest times per group, e.g. 1st – group A, 2nd group B, 3rd – group A etc.
- For each Run, fastest time determines number of points for that Run, 1st = 1, 2nd = 2 etc.
- For split grids, each group scores points separately.
- The starting order for each subsequent Run readjusted, determined by times from the previous Run.
- Cumulative points from all Runs determine finishing position. In the case of a tie, fastest time from any Run takes precedence (not including practice/warm-up).
- For split grids, an overall 'leader-board' of both groups taken.

- For a DNS, take number of starters + 1 for points in that Run. If more than one group then number in the largest group +1.
- For an exclusion from a Run, take result (including DNF & DNS) + 1 for points in that Run (otherwise 0 points is an advantage!). If more than one group then number in the largest group +1.
- Every competitor to get a medal, Clubs can offer additional awards or trophies as they see fit.
- ARKS Instructor, Examiner or approved MSA National Clerk of the Course must be present for the duration of the event.
- No Championships or Series permitted.

Clubs should incorporate these sample regulations to their normal supplementary regulations for an event or issue separate SRs for Bambino (noting it is a different Grade C permit). It may be necessary to insert “Bambino regulations are detailed in Section z in several places.”

1 (Define the circuit e.g.) The track measures xyz* metres and Bambino will use Circuit One* which measures xyz* metres, the number of corners are x*.

2 Bambino class regulations are as per the current version of the MSA Bambino Karting Class Regulations available on the MSA website which supersede those published in the MSA Kart Race Yearbook.

3 For Bambino only one set of tyres is permitted

4 (In the Awards section add:) All Bambino classified finishers will receive a medal. (Define if the Bambino will receive awards for 1st, 2nd, 3rd etc and in what ratio of entrants.)

5 Bambino Class Sporting Regulations: In all Sessions and Runs drivers will start at approximately 2 second intervals. The maximum number of starters in any Session or Run will be 17*. There will be one Practice Session per random group of entrants of five* minutes/ x* laps duration timed from the first kart to cross the start line to the chequer flag and used to determine the starting order for Run 1. If there are more than one group for practice the driver with the fastest lap time will line up first on the dummy grid for Run 1A, and the second fastest will be first on the grid for the second group's Run 1B and so on alternately. Entrants will then remain in these groups for the whole event. Each Run will consist of a period of 7* minutes/ y* laps from the time of the first kart to cross the start line to the chequer flag. There will be four Runs for each group during the event. For each Run, fastest time determines the number of points for that Run, 1st receiving 1 point, second 2 points and so on. A DNS takes the number of starters in the largest group plus one, if necessary in order of the starting grid. Excluded drivers are given 1 point more than the number in the largest group and listed after all the classified runners and DNS, if necessary in order of the starting grid. The starting order for each Run is re-set for the following Run in order of fastest laps, fastest first on the grid. After the four* Runs per entrant their points will be totalled and the classification for the event listed in order of lowest points score first. Ties will be determined by the fastest time of the day, or if still a tie, the second fastest from another Run and so on.

*Amend as appropriate to suit local conditions and licencing

SUMMARY

- 1) There is a demand for karting for 6 and 7 year olds which the MSA have embraced.
- 2) Drivers must go through a structured training process as described here before being able to take out a Clubman licence and being allowed to take part in any MSA events.
- 3) Drivers will need a minimum of two training days if they have some prior experience, otherwise three days, with a minimum of 30 minutes of track time per lesson.
- 4) The kart specification is strictly controlled through registration of chassis, approved tyre choice and single approved engine.
- 5) The safety wear is strictly controlled with mandatory CMR/CMS 2007 helmets.
- 6) The venues must be suitable i.e. preferably initially self contained small circuits, inspected and licenced.
- 7) The timed training should be at a local level and based on achieving lap times – not out and out racing.
- 8) **The MSA is providing a Pre-Bambino licence training form/card available as a pdf on their website. This must be signed off by the instructor/examiner/clerk with their licence number and signature and included with the licence application.**
- 9) The ARKS Instructor, Examiner or Clerk of the Course will normally be involved with the training, but in every case will clear the driver for participation in MSA events and mark the record card accordingly.
- 10) **The record card showing the completion of the training must be included with the licence application. Should the driver plan to take out a licence at the circuit and**

compete the same weekend the MSA Steward must examine the record card and clear the driver for competition. The Clerk should observe the drivers during practice.

- 11) An ARKS Instructor, Examiner or Clerk of the Course will always be present during the MSA event. The driver may use the standard MSA Upgrade Card to have their competition recorded if they wish.
- 12) The ARKS Start Karting pack must be purchased, the briefing with the video, and the full test must be passed prior to upgrading to a Kart National B (Novice) licence.

BAMBINO DRIVER TRAINING

The Bambino training is restricted to drivers aged between 6 & 7. Subject to the circuit insurance it may commence at age 5 years and nine months. The aim is to teach young drivers the basics of kart driving before they enter MSA competitions, and go on to Cadet racing after age 8. The main emphasis is on building confidence and having fun. Kids are normally only allowed to do one lesson per day as at this age the attention span is relatively short.

The karts should be checked for a reasonable compliance with the MSA class regulations. The drivers' protective clothing should be checked for compliance with the Blue Book requirements and mandatory CMR/CMS 2007 helmets. (Note: Rib protectors and neck collars are not compulsory, although it is known that the FIA Safety Institute is working on a standard for rib protectors.)

Drivers should be signed onto the club or circuit's normal disclaimer forms, with parent or guardian signature and if appropriate a letter from their legal guardian giving permission. The disclaimer and briefing to parents should cover the local child protection policy, including what is permitted by way of photographs or video. The circuit must have insurance cover for Bambino age participants.

The lessons run for a minimum of 1 hour track time per driver. The following are suggested guidelines and may be adapted to local conditions.

The initial driver's safety briefing covers the following:-

1. A briefing by the instructor, preferably including a video presentation if one is available.
2. Inspection of circuit
3. Overview of event
4. Safety equipment
5. How to get in and out of kart and controls
6. Event rules
7. Staying inside the kart
8. Pit lane safety
9. Hand signals
10. Flags (only a very limited number to be used initially e.g. yellow, black, red and chequer)

A track walk may be beneficial but not compulsory.

Instructors must ensure that the drivers understand the kart controls and safety instructions. Time is taken to make sure that the drivers are seated in the correct position and able to safely reach all the controls without over stretching. They must have a bend in their legs when the pedals are fully depressed.

A separate drivers briefing is given to the parents to stress that the first few lessons are very important and that they should not push their offspring into doing what they do not want to do.

Before drivers go into the pit land or dummy grid they are taken to a clear area and shown the correct way of getting into and out of the kart. They are then pushed forward and told when to operate the brake pedal (this will show them that the kart will slow down/stop when they do so). Once this has been done a few times they are then told how to operate the throttle (still being pushed) and then asked to stop the kart (this is to ensure they take their foot off the throttle pedal to stop the kart). The drivers are then taken into the pit lane or dummy grid.

The drivers are then tested on knowledge of the brakes in the pit lane or dummy grid before being allowed onto the track. This ensures they understand the kart controls.

On the first outing instructors exercise extra care until they are happy that the driver can demonstrate that they are able to control the kart to a reasonable standard. For a first timer it may be appropriate to speed govern the kart by limiting the throttle opening.

Lesson 1 – Day 1

No more than 4 pupils to 2 instructors when on circuit.

Explanation of what will be covered
Kart controls and safety procedures
Signals and flags
Driving standards and techniques

The initial lesson is segmented into short periods to keep the drivers attention. No more than 4 karts on the track at any one time.

Lesson 1 - Session 1

A stop box at each end of the track and two stop cones are placed on the track, drivers are instructed to drive to the stop cone then into the stop box. Once the driver has moved out of the stop box the next drivers should be waved on. This teaches them to stop and accelerate.

Lesson 1 - Session 2

The stop boxes remain but four cones in line are added to each side of the track. The drivers are then instructed to drive in and out of the cones. This teaches them to steer and stop

Lesson 1 - Session 3

One of the four cones on each side should be removed. This increases the speed without the driver knowing.

No overtaking takes place at this stage.

The main purpose of Lesson 1 is to build confidence and provide the skills for basic control and safe handling of the kart. Their Pre-Bambino licence training form is issued (available on the MSA website) and only signed by the instructor if they are happy with the performance of the driver. This enables us

to monitor the driver's progress and maintain interest along with giving the drivers a sense of achievement.

Drivers may be given homework on basic colouring of flag signals (to colour in). The driver brings these back to the next lesson.

Lesson 2 – normally Day 2

Explanation of what will be covered

The concept of the racing line

Correct cornering techniques

Any homework is marked

Lesson 2 - Session 1

Drivers should be tested on their knowledge of the brake operation in the Pit Lane.

The circuit is set up in the same way as lesson 1 session 3.

Lesson 2 - Session 2

All in line cones are removed but the stop boxes remain. Drivers are shown the racing line and told to drive to the boxes and then move on to the next.

Lesson 2 - Session 3

All cones (including stop boxes are removed) and drivers are allowed to drive around the circuit on the racing line. No overtaking is allowed and an area on the centre of the circuit is used to give coaching and each driver is called in using hand signals (this also works to spread the drivers out around the circuit).

More homework is given and a their Pre-Bambino licence training forms are completed.

Lesson 3 – normally Day 3

If the previous lessons have been carried out on a short track, then this lesson will be on the full track that will be used for the MSA timed training.

Drivers that have had training at other circuits can start at lesson 3 but must have written proof.

Any homework is marked

Explanation of what will be covered

Racing line for new circuit if applicable

Correct cornering technique for new circuit

Driving standards

Signals including flag signals as will be used for MSA competition (again slightly restricted on full set, but including the blue flag)

Drivers should be tested on their knowledge of the brake operation in the Pit Lane.

The number of karts should not exceed that stated on the track licence. Cones mark the areas for braking, turn in points and apex. Stop boxes are also used. If a longer or new circuit than previous then a track walk is recommended.

Lesson 3 - Session 1

Drivers follow the cones to help learn the racing line and are told how to stop in the two stop boxes (this allows us to spread out drivers and gives them time to think about what they are doing next). A chequered flag is used to finish the session.

Lesson 3 - Session 2

For the first time we allow drivers to overtake but only when they follow the following procedure. Drivers can only overtake on the left and only in a straight line. Blue flags are used to warn drivers that they are going to be overtaken and they should move over to the right to allow the faster driver to pass them. Yellow and red flags will have been introduced by now. The stop boxes are still used for this session.

Lesson 3 - Session 3

The stop boxes are removed and drivers are free to drive round and pass as above. If necessary, drivers should be called in to correct faults and given further instruction and coaching.

Their Pre-Bambino licence training forms are completed and if considered suitable are signed off for MSA events. .

CHILD PROTECTION

ARKS instructors or Examiners will have been DBS checked. The MSA Child Protection Policy should be adhered to plus any local policy and the name and contact details for the Club Child Protection Officer be promulgated. It is desirable that a parent or two club volunteers must be present when drivers are getting changed (it is preferred that a parent/guardian is present) and caution should be taken with parents taking photos. (Note that the MSA DBS policy is under review).

Instructors should be aware of weather conditions and keep drivers warm in the winter and cool in the summer months, ensuring refreshments are available. On pre-arrival contact parents should be reminded to bring suitable clothing to wear under a race suit, and have a change of clothes available, especially shoes and socks, if the weather is likely to be inclement. If someone other than the parent or legal guardian is bringing the child, they must bring a letter to MSA regulations from the parent to allow the child to be signed on for the practice day.

At all times instructors should encourage and give feedback to/from parents.