

BAMBINO KART TRAINING & EVENT GUIDELINES FOR 6 – 8 YEAR OLDS:
These Guidelines are for ARKS Instructors/Examiners, Clerks and Clubs

INTRODUCTION

The MSA has embraced a Bambino kart class for 6 – 8 year olds from 1.1.2010 which is described as pre-race training for these youngsters, which can only be held on circuits specifically licenced by the MSA for Bambino under a specific Bambino Clubman permit. The maximum number of starters will be listed on the Track Licence for the circuit. Drivers in competition must hold a Bambino Kart Clubman licence after taking part in the approved pre-competition training (see below for details) which they can obtain from the date of their 6th birthday. The first licence is currently free, thereafter is £36 per annum (2015 fee) and the legal guardian, father or mother must simultaneously take out a PG Entrant licence at a fee of £18 (2015 fee). They can compete in Bambino up to the end of the year of their 8th birthday but may upgrade to a National B Novice licence from the age of 8, in order to race in the Cadet classes. To upgrade they must purchase the MSA Go Karting Starter Pack at a cost of £60 which includes the cost of the licence and take the ARKS Novice Driver written and driving test. The drivers must wear protective clothing to normal MSA Blue Book standard, i.e. a CIK homologated kart suit and helmet of the CMR/CMS standard.

The Bambino class regulations are printed in the MSA Kart Race Yearbook but are subject to amendment so check the Resource Centre / Technical: Kart on the MSA website www.msauk.org for the latest version. The kart chassis must be registered with the MSA and those are listed on the page above. The only approved engine is the Comer C50 and must match the log book supplied by Zip Kart. Only the homologated all weather Le Cont MSA 04 tyres are permitted.

EVENT FORMAT: GUIDELINES FOR CLUBS

The MSA have mandated on the following event format, taking place within an MSA permitted event (Note the official MSA Bambino Championship may run to a slightly different format and that is the only championship or series that will be approved).

Event Format

Bambino events consist of timed practice and 'Runs' instead of races, where karts leave the dummy grid at intervals, then are on track for a defined period. The fastest lap time achieved is used to determine the order.

- The number of Runs and durations to be defined in Club Supplementary Regulations (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 may be readjusted, determined by times from the previous Run, or re-adjusted for the last 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.
- An ARKS Instructor, Examiner or MSA National Clerk of the Course must be present for the duration of the event.

Clubs should incorporate these sample regulations below to their normal supplementary regulations for an event or issue separate SRs for Bambino (noting it is a special Bambino Clubman Grade C permit). It may be necessary to insert "Bambino regulations are detailed in Section z in several places." Add the usual paragraphs for SRs and the following:

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 may 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 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 track licence

SUMMARY

- 1) There is a demand for karting from age 6 which the MSA has embraced
- 2) Drivers must go through a structured training process as described in this document before being able to take out a Bambino Clubman licence and being allowed to take part in any MSA event.

- 3) Drivers will normally need a minimum of two training lessons if they have some prior experience otherwise three days are recommended, 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 a single approved engine type.
- 5) The safety wear is strictly controlled to MSA standards with mandatory CMR/CMS youth helmet.
- 6) The venues must be suitable and approved, inspected and licenced.
- 7) The timed training is based on achieving lap times, not out and out racing.
- 8) The MSA provides a Bambino Training Record card on their website for download. This must be signed off by the ARKS Instructor/Examiner/National Clerk of the Course for each module.
- 9) The Instructor will then endorse the licence application form with his or her signature, name and licence number to show the driver has been approved to obtain his or her licence, subject to the usual medical requirements.
- 10) The licence application form may be used in lieu of a licence at the first event at the discretion of the MSA Steward, along with a valid PG Entrant licence application and fee. The Steward should observe the drivers during the event.
- 11) An ARKS Instructor/Examiner or National Clerk of the Course should be present during the MSA event.
- 12) The ARKS/MSA Go Karting Starter Pack must be purchased for upgrading to a National B Novice competition licence for Cadet racing.

BAMBINO DRIVER TRAINING

The aim is to teach young drivers the basics of kart driving before they enter MSA competitions, and go on to Cadet racing from 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 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 are not compulsory but note the FIA Safety Institute is drafting a standard. Neck collars must not be mandated in any way.)

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

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. Overview of the day's events
3. Inspection of the circuit – a track walk round if possible, and a diagram
4. Safety equipment
5. How to get in and out of the kart, and controls
6. Event rules
7. Staying inside the kart
8. Entering and leaving the circuit
9. Pit lane safety
10. Hand signals (leaving the circuit)

11. Flags (using a limited range probably yellow, red, black, chequer to begin with)

Instructors must ensure that the drivers understand the kart controls and safety instructions. Time is taken to ensure 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 lane or dummy grid they are taken to a clear area and shown the correct way of getting into and out of the kart and the controls. They are then pushed forward and told to stop, and observed if they can operate the brake pedal correctly. This will show them how to slow down or stop the kart. 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 again, to ensure they take their foot off the throttle and do not use the pedals together, always one or the other. The drivers can then be taken to the dummy grid or area for their first lessons. They are then tested again on their knowledge of the brakes in the pit lane or dummy grid or area for their first test with the engine running but at slow speed before continuing or being allowed onto the track. This ensures they understand the kart controls.

On the first outing the 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 the first timer it may be appropriate to speed govern the kart by limiting the throttle opening.

Lesson 1

No more than 4 pupils to 2 instructors when on circuit. Give an explanation of what will be covered, including kart controls and safety procedures, signals and flags, driving standard and techniques.

Session 1	Session 2	Session 3
A stop box at each end of the track or area used, and two stop cones are placed on the track. The drivers are instructed to drive to the stop cone and then into the stop box. Once the driver has moved out of the stop box the next driver should be waved on. The teaches them to accelerate and stop.	The stop boxes remain but four cones 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.	One of the four cones on each side should be removed. This increases the speed without the driver knowing. No overtaking to take place at this stage.

The main purpose of Lesson 1 is to build confidence and provide the skills for basic controls and safe handling of the kart. Their Pre-Bambino licence training card is issued (available on the MSA website in the Resources/ Licences area) and only signed by the instructor if they are happy with the performance of the driver. This enables monitoring of the driver's progress (especially if they continue at a different venue) and maintains interest along giving the drivers a sense of achievement.

Drivers should be given homework on the flags, either matching the meaning to a set of answers (with the help of an instructor or parent) or colouring in.

Lesson 2

This starts with an explanation of what will be covered: The concept of the racing line, correct cornering techniques, and marking homework.

Session 1	Session 2	Session 3
Drivers should be tested on their knowledge of the brake operation in the pit lane. The circuit is set up as for Lesson 1, session 3.	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 onto the next.	All cones (including stop boxes) are removed and drivers are allowed to drive round the circuit on the racing line. No overtaking is allowed and an area in the centre can be used to give coaching. Each driver is called in using hand signals for feedback. This also works to keep the drivers spread out around the track.

The training record card is updated. More homework is given. A sheet of paper with three corners drawn on, a right angle, a hairpin and an S bend. The driver is required to draw on the racing line.

Lesson 3

If the previous lessons have been given on a short track, then this lesson will be on the full track licenced for Bambino events, that will be used for timed runs. Drivers that have had training at other circuits or schools can start at Lesson 3 but must have written proof.

Training record cards are inspected; Homework is marked; an explanation of what is to be covered is given; the racing line for the circuit is explained; the cornering technique for the circuit is explained; driving standards that are expected are covered; signals (flag and hand) that will be used for MSA competition but this time including the blue flag.

Drivers should always be tested on their knowledge of the brake operation in the pit lane or dummy grid. The number of karts should not exceed that shown on the track licence. Cones should mark the areas for braking, turn in points and apex. Stop boxes are also used. If possible do a track walk.

Session 1	Session 2	Session 3
Drivers follow the cones to help learn the racing line and are told when to stop in two stop boxes that allows the instructors to keep the field spread out and gives the drivers time to think about the feedback. The chequered flag is used to finish the session.	For the first time we allow the drivers to overtake, but only when they follow the procedure – only overtake on the left and only in a straight line. Blue flags should be used to warn drivers that they are likely to be overtaken, and they should move to the right to allow the faster driver to pass. Yellow and red flags should be introduced and used to gain familiarity. The stop boxes should still be used.	The stop boxes are removed and the drivers are free to driver round and overtake. If necessary drivers should be called in to correct faults and be given feedback and further coaching. Lap times can be taken or observation that they are quick enough not to be a danger to others in competition.

Their pre-Bambino Clubman Licence training is now complete and if considered suitable can be signed off to apply for their licence for MSA events. Finish with a resume of the MSA Race'n'Respect karting code and give the parents a copy.

CHILD PROTECTION

MSA Officials will usually be DBS checked. The MSA Child Safeguarding Policy should be adhered to plus any local policy and the name and contact details for the Club Child Safeguarding Officer (CCSO) be promulgated. It is desirable that a parent or two club volunteers must be present when drivers are getting changed (it is preferable that the parent/guardian is present) and caution should be taken with parents taking photos.

Instructors should be aware of weather conditions and keep drivers warm in the winter and cool in the summer months, ensuring refreshments are available and taken. On pre-arrival 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, e.g. a grandparent, they must bring a letter to MSA regulations from the parent or legal guardian to allow the child to be signed on for the practice day.

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