

Motorsport UK Karting Esport Easter Championship Regulations

1. Introduction

- 1.1 The Motorsport UK Karting Esport Easter Championship (hereafter “Motorsport UK-KEC”) is organised by Alpha Live in collaboration with Motorsport Games/Kart-Sim and sanctioned by Motorsport UK, the governing body of motor sport within the UK (jointly or severally ‘the Organisers’).
- 1.2 This is a free to enter Esports Championship which comes with all purchases of the KartSim Demo Software.
- 1.3 Clarification, interpretation and determination of any rules, requirements and regulations shall be decided by the Stewards.
- 1.4 These Sporting Regulations come into force from the time of their publication on the Alpha Live Website (www.alphalive.co.uk) and replace all previous applicable Sporting Regulations.
- 1.5 The internet connection and technical requirements are detailed in Appendix 1.
- 1.6 Timezone – Motorsport UK-KEC is based in the UTC Timezone (same as London) and DOES observe daylight savings time. Any official start times listed herein (or the forum), shall refer to UTC

2. Compliance and Driver Responsibility

- 2.1 Drivers are responsible to follow and comply with all rules specified within this document.
- 2.2 Drivers are expected to review the current race thread for any pertinent rule revisions for the current week.
- 2.3 Cheating in any form will not be tolerated in any way and will lead to immediate expulsion from the Championship.
- 2.4 Drivers are expected to participate in an ethical and sportsmanlike manner. Taunting, trash talking, and berating or abusing other drivers or officials or the Organisers for any reason will not be tolerated and may lead to expulsion.
- 2.5 Pre-race preparation: We expect all drivers to prepare in advance for a racing event. If a driver attends an event and is clearly unprepared, the Stewards may direct that the driver is to not participate. Stewards may use official practice and qualifying times to deem suitability.
 - 2.5.1 New drivers are expected to do at least 50 laps online and make sure those are logged on the FLT.
 - 2.5.2 Fastest lap will have to be within the 103% of the average time in the class.

3. Communication

- 3.1 It is mandatory for drivers to use our TeamSpeak server. Please download the TeamSpeak app if you do not already have one.

- 3.2 For any driver under the age of 14 their Parent or Guardian will be responsible for communicating on the TeamSpeak server.
- 3.3 The administrators will use TeamSpeak to announce important information to all competitors.
- 3.4 The administration will use the In-game chat option and this must not be turned off.
- 3.5 Personal information must not be shared on the TeamSpeak server and Private chat will be turned off by the administrators.
- 3.6 When communicating on the TeamSpeak server you must do so with respect.
- 3.7 The Official Language of the TeamSpeak server will be English, if you do not speak English you are responsible for translating any communications yourself.
- 3.8 Game and TeamSpeak Server details when relevant will be emailed out to participants.

4. Spectating

- 4.1 Spectating on the server is prohibited. Participants are permitted to join the server only as a competitor taking part in the race at that time.
- 4.2 In the event that anyone, with the exception of the race director or the broadcast team is identified as spectating on the server they will be penalized by way of race ban(s) or even exclusion from any further participation.
- 4.3 Spectating through live stream on You Tube and Facebook will be available.

5. Competitor Eligibility

- 5.1 The Motorsport UK-Under 12s class is open to drivers from 8 to 11 (not having reached their 12th birthday) who hold a 2020 Motorsport UK Competition Licence.
- 5.2 The Motorsport UK-12s & Over class is open to drivers from 12 years of age who hold a 2020 Motorsport UK Competition Licence.
- 5.3 The Motorsport UK Open class is open to drivers from 12 years of age.
- 5.4 Any driver under the age of 18 must be accompanied by a Parent or guardian ("Parent"). The Parent may advise the administrators that they appoint, in writing, a named representative who must be verifiably at least 18 years of age. However the Parent will remain fully liable and responsible under these Regulations, as if they had accompanied the driver. (3.2).
- 5.5 Drivers must use their full name to participate. Drivers must use their full name in rFactor – any driver failing to do so will forfeit all results for that kart and will not be allowed to participate in further events. Full instructions for registering your name up is available at www.alphalive.co.uk/RF2-FullName.

6. Registration & Entry

- 6.1 Entries Open on 3rd April 2020 and will Close at 8pm on 8th April 2020
- 6.2 All competitors must enter using the Alpha Timing online entry system before competing in any session, <https://alphalive.co.uk/msuk-esports>.
- 6.3 There is no fee to register for the Championship nor to enter any session once the KartSim Demo Software has been purchased.
- 6.4 Following registration the driver will receive, via email, the server connection details.
- 6.5 In the event that a driver is unable to participate, for an extended period, the Organiser must be notified by email at Esports@alphalive.co.uk.
- 6.6 Should the driver not be active and miss a race, their entry may be cancelled and the Organisers reserves their right to replace the entry with another driver. The Organiser however may consider not doing so and the Competitor may seek exception by contacting the administration.
- 6.7 Drivers must obtain video footage of them taking part in qualifying and the race in each event. The video must be a minimum length of 10 seconds and a maximum of 30 seconds. The driver and the front of the screen must be shown during the session and in full view. The Organisers will randomly request these videos from Drivers after each session. Once requested the video must be supplied within 24 hours, failure to comply with the request will result in exclusion from the race.
- 6.8 By registering for the Championship all Competitors (including Parents and guardians) and their associates commit to the Motorsport UK Race 'n' Respect campaign and agree to positively promote and demonstrate the Racing Code Appendix 2 of these Regulations.
 - 6.8.1 Where any reports of disrespectful conduct are judged to be well founded the Stewards may issue warnings or require remedial actions and may impose appropriate penalties which can include race bans through to Championship Expulsion and referral to Motorsport UK.
- 6.9 Safeguarding
 - 6.9.1 Everyone who takes part in Motorsport UK competition is entitled to do so in a safe and enjoyable environment. All Persons whose activities are within the scope of these Regulations must follow the Motorsport UK Safeguarding Policy and Guidelines (as amended from time to time) and the provisions of this Regulation 6.9.
 - 6.9.2 Motorsport UK is committed to helping everyone in motor sport accept their responsibility to safeguard Children and Vulnerable People from harm and abuse and support them to do so. This Regulation and the Motorsport UK Safeguarding Policy and Guidelines applies to Persons involved in Motorsport UK competition. All Persons participating in Motorsport UK competition have a duty of care to safeguard the welfare of Children and Vulnerable People and prevent their abuse.
 - 6.9.3 Motorsport UK shall have jurisdiction to deal with any allegation of abuse of a Child or Vulnerable People, any breaches of the Motorsport UK Safeguarding Policy and Guidelines and/or any breach of this Regulation.

7 Calendar

- 7.1 The Calendar for “Motorsport UK-KEC” is as follows:
- | | |
|---|---|
| 6 th – 9 th April | HotLap Qualifying – Buckmore Park (10am 6 th April – 10pm 9 th April) |
| 13 th April | Semi Final (Motorsport UK Under 12s & 12s & Over) – GYG |
| 14 th April | Semi Final (Motorsport UK Open) – GYG |
| 16 th April | Final (All Classes) - PFI |
- 7.2 The race day schedule will be confirmed. Each driver will be issued an official practice time, 10 minutes of HotLap Qualifying and a 15-lap race. Drivers must be available from 6pm on the day of the race.

8 Classes

- 8.1 The Championship will include 3 classes Motorsport UK-Under 12s, Motorsport UK-12s & Over and Motorsport UK-Open.
- 8.1.1 The Motorsport UK- Under 12s class will use a twin engine Honda kart
- 8.1.2. Both the Motorsport UK-12s & Over and the Motorsport UK-Open classes will use a Motorsport UK 12s & Over Senior X30 engined kart.

9 Competition Format

- 9.1 Practice
- 9.1.1 There will be a 15-minute official practice session available before each session using our dedicated practice servers set up for each class.
- 9.1.2 Drivers can enter and exit the pit lane during this time and change their set-up at any time.
- 9.1.3 Driving in an unacceptable manner or drivers deemed to be causing deliberate damage to other karts may be removed from the session and banned from taking part in the race or the Championship.
- 9.2 HotLap Qualifying
- 9.2.1 Hotlapping events are open to all registered drivers.
- 9.2.2 The top 60 drivers, in both the Motorsport UK-12s & Over and the Motorsport-UK Open classes, and the top 40 drivers in the Motorsport UK- Under 12s class, achieving the fastest lap times within the specified time frame and on the designated server will qualify for the Semi-Finals.
- 9.3 Timed Qualifying
- 9.3.1 All classes will be provided an 8-minute Timed Qualifying session before both the Semi-Final and Final.
- 9.3.2 The drivers position for the race will be determined by their fastest qualifying full lap time.
- 9.3.3 Any driver deemed to be exceeding track limits will have their lap time removed for that particular lap.

9.3.4 Any driver deemed to be driving in an unacceptable manner to be causing deliberate damage to other drivers may be removed from the session and disqualified from taking part in the race or the Championship.

9.4 Semi Finals

9.4.1 Only those drivers qualifying from HotLap Qualifying will contest the Semi Finals.

9.4.2 The maximum grid for any Semi-Final will not exceed 20.

9.4.3 The top 6 drivers classified in each Semi-Final will qualify for the Final.

9.4.4 A further 2 drivers from each class will qualify for the Final as a “Wild Card” entry. These “Wild Card Qualifiers” will be the 2 drivers that set the fastest laps out of the remaining Semi-Final drivers in the class.

9.5 Finals

9.5.1 The winner of the Final will be the first placed classified driver in each class.

10 Race Starts

10.1 Races will start using a standing start. It is essential to take to the grid in advance of the scheduled race start.

10.2 Any driver not present on the grid at the scheduled race start will not be able to take part in the race and will be classified as did not start (“DNS”) in the results.

10.3 The race will only be restarted due to server malfunction where at least 20% of the starting grid has been affected.

11 Pit Lane entry and Exit

11.1 Drivers must exit and enter the pits at a safe speed.

11.2 Drivers in the pit lane must adhere to pit lane speed limits at all times in all sessions (Practice, HotLap Qualifying and Racing) of an official race event and any time they are on the official Motorsport UK-KEC Race Server.

12 Post-Race

12.1 Drivers are asked to either complete a cool down lap or safely and predictably pull off track into a runoff area and hit ‘Escape’ to exit to monitor. Chatting or leaving the server before the last kart has crossed the finish line is against policy. The Race Director will make an announcement via server chat when the race has officially ended.

12.2 It is not acceptable for a driver to crash into other karts or track side objects once they have finished their race. Any driver found in violation and causing an incident after the finish line may be subject to penalty, up to and including exclusion from the race and suspension from further races and / or the Championship.

13 Flag Rules

- 13.1 Drivers being lapped will be displayed the blue flag and must allow the passing driver make a complete and safe pass within 4 corners maximum.
- 13.1.1 At certain tracks, a series of corners in short succession may be designated as one corner for the purposes of observing the blue flag; this will be at the Stewards' discretion.
- 13.1.2 If a blue flag driver is able to pull away from the blue flag condition, they may continue. However, if the blue flag condition occurs again, they must give way within 4 corners.
- 13.1.3 Drivers being lapped must maintain their current and predictable racing line. Any incidents that occur due to unexpectedly changing their line will be penalised.
- 13.1.4. If the drivers has not yet entered a corner, when possible, it makes sense for the blue flag driver to take the outside line.
- 13.2 Upon display of the Yellow flag drivers are to be cautious. Be prepared to encounter slow, damaged or stationary kart(s) on track. Do not overtake in yellow flag zones.
- 13.2.1 Drivers are not permitted to create Yellow flag zones by unnecessarily remaining stationary on track, or by creating a dangerous environment for other drivers.
- 13.2.2 Drivers who do not observe the yellow flag and as a result either add to the existing incident or become involved in an additional incident will be penalised. Claiming "I didn't slow because no one else did" is not acceptable. Each driver is responsible for their own actions.
- 13.2.3 Due to limitations within the game code, Motorsport UK-KEC is unable to automatically penalise drivers from passing in a yellow flag zone. If, during the course of reviewing the race and/or via an IRR, the Stewards determine a driver passed another driver in a yellow flag zone, that driver may be penalised for Passing Under Yellow.
- 13.3 Red Flags will be displayed in rare emergencies only and only in the case of significant server failure with no chance of the server recovering.
- a) If the server crashes before 75% of the race distance has been completed by the leader the event will be abandoned and/or rescheduled, no results will be issued.
- b) If the server crashes and 75% of the race distance has been completed-by the leader-the results will be declared as the order of finishing on the last full lap completed by all karts before the red flag was displayed followed in classification by non-running karts on a roll back of laps basis.
- 13.3.1 In the case where the race is restarted;
- (i) The restart grid will be based on the current running order at the time of displaying the red flag;

- (ii) The server log, replay, or other sources will be used to determine the positions at the end of the last completed lap, karts will line up for the restart based on this order;
- (iii) To be allowed to rejoin the race after a red flag period, your kart must not have been determined as a DNF prior to the server crash/restart point; and
- (iv) Restarts are at the discretion of the Race Administrator; factors to be considered are amount of time remaining, time in the real world, and other factors deemed necessary by the Race Administrator.

14 Driving Standards Definitions and Expectations

Drivers deemed to have deterred from acceptable standards of driving or behavior may be penalised by the Stewards.

14.1 Overtaking

14.1.1 The passing kart is ultimately responsible for making a safe pass and when it is safe to do so. However, it is both drivers responsibility to ensure a safe pass is made. Failure to do so may result in a penalty.

14.1.2 The preferred times (in order of preference) for a faster kart to pass is on the straights, exiting a corner or entering the brake zone. Passing a kart mid-corner is very dangerous unless you are confident the other driver sees you.

14.1.3 Entering a turn - to have earned the right to a lane the passing driver must minimally get their front wheels even with the rear wheels of the kart they are passing before the point of turn-in. At this point the driver being passed is responsible to leave a lane open.

14.2 Chopping – Passing drivers who move back into the lane of the kart being passed before being clear.

14.3 Brake testing – Passing drivers who move back into lane and immediately brake.

14.4 Bump-passing - nudging the kart ahead to get him loose, then passing while the other driver is busy recovering is prohibited. Drivers judged to have done so may be subject to penalty unless the offending driver gives back the pass, even if it occurred accidentally.

14.5 Blocking - altering the racing line in reaction to another driver in an attempt to prevent a pass is not permitted.

14.6 Altering the racing line (weaving) to prevent a following kart from drafting is considered blocking and prohibited at all times.

14.7 Lock brakes. If a driver spins while on track, they should immediately lock their brakes until completely stopped, (even if still on the track), and hold brakes on until they can assess the situation (wait for a clear opening on track to resume). When a driver doesn't lock his brakes, the kart is prone to spin or roll in a far more unpredictable fashion and likely cause an accident. A driver involved in an incident while spinning on track and not locking their brakes completely will be held responsible for that incident.

- 14.8 Rejoining the race. Drivers off track due to an incident or an off and kart(s) spun on the track itself must resume the race in a safe manner. This may mean driving forwards to a safe area to get turned in the direction of travel, then merging safely into the flow of traffic. When possible, please do not rejoin near a corner entry, apex or exit.
- 14.9 If for any reason a drivers' kart becomes disabled, either in the pitlane, on track, or in a run-off area, exit to rFactor Monitor. A parked kart will cause a yellow flag in that area for the remainder of the race.
- 14.10 Aggressive Driving. Drivers deemed by the Stewards as having driven in an aggressive manner (causing an incident or not) may be subject to penalty.
- 14.11 Gentleman's Rule. If a driver is involved in an incident they feel they may have been responsible for initiating, it is encouraged that the offending driver apply the Gentleman's Rule ("GR"). This is online racing equivalent of saying "my fault, sorry". Drivers who the Stewards clearly observe giving the GR after an incident may receive a reduction in penalty if one is to be applied. (e.g. Penalty reduced to an Infraction; Infraction reduced to a Warning).
 - 14.11.1 If a driver causes either significant damage to another vehicle or a loss of positions in the race, a GR may not be sufficient penalty and the Stewards may impose additional penalties as appropriate.

15 Race Stewards

- 15.1 Motorsport UK-KEC has established a non-biased system called the Motorsport UK-KEC Race Stewards Committee ("the Stewards"). The Stewards will review each race looking for aggressive and rough driving, and drivers not conforming to Motorsport UK-KEC rules and regulations. The Stewards have the responsibility of reviewing incidents and determining the driver(s) at fault and will apply penalties accordingly.
- 15.2 Stewards will be attending the races, but not every single incident will be captured.
- 15.3 The Stewards will be available on Teamspeak. If a violation on track is happening, you are welcome to contact the Stewards by entering their team channel. You will be required to tell the Stewards your name and request that they join you in a specific channel to discuss the subject further. Note the Stewards will be identified by "Live Stewards" being included in their name, example: Jimmi Allison – Live Steward.
- 15.4 Drivers are permitted to submit ONE Incident Review Request ("IRR") per race up to 2 hours after the race has finished. Any IRR's received later than two hours following the completion of the race will not be reviewed. Stewards will not review the complete race.
 - 15.4.1 Drivers should carefully review the race replay before submitting an IRR.
 - 15.4.2 In submitting the IRR the driver must provide details of the driver(s) involved and the time of the incident by email to Esports@alphalive.co.uk (note: time of the incident is listed in rFactor's replay).
 - 15.4.3 Drivers considered to be abusing the IRR process may be subject to penalty.
 - 15.4.4 The driver submitting the IRR, must be the driver which is involved in the incident being reported.

- 15.4.5 Failure to follow the IRR process and requirements will lead to the Stewards removing the drivers' right to submit an IRR for any given time.
- 15.4.6 The results will be updated with any associated penalties and the entrants will be notified of the penalties.
- 15.5 All decisions made by the Stewards are final and not subject to further appeal. Drivers are permitted to advise the Stewards if they consider a decision may violate one of Motorsport UK-KEC's rules.

16 Penalties

- 16.1 Penalties may be awarded either during the session by the Stewards or after the session in the incident review. All results will remain provisional until otherwise declared by the Organisers.
- 16.2 Penalties may be applied in respect of incidents during HotLap or Timed Qualifying, Semi-Finals or the Final.
- 16.3 Penalties imposed in the incident review may be imposed either in the next race or within 48 hours following issue of the provisional result if being applied to the race result in question.
 - 16.3.1 Penalties to be imposed in the next race will be applied by the Stewards during the first 5 laps.
- 16.4 Typical incidents and their likely penalty:
 - 16.4.1 Racing incident –no penalty will be applied.
 - 16.4.2 A Warning may be issued should a drivers' action cause a problem but-it does not warrant a penalty.
 - 16.4.3 An Infraction may be awarded should a driver violate a rule and caused an issue on track, which does not warrant a full penalty. (2 infractions=1 penalty)
 - 16.4.4 A Drive Through Penalty may be awarded should a driver violate-a rule and/or cause an issue on track resulting in damage or contact.
 - 16.4.4.1 In the event that the Drive Through cannot be taken a 10 second penalty will be applied after the race.
 - 16.4.5 A Race Disqualification may be awarded should a drivers actions result in significant lost time/lost position for another competitor or is involved in two incidents in the same race.
- 16.5 If a driver is deemed to have caused avoidable contact resulting in a penalty being applied on two occasions within the Championship (or two in one race), they will be placed on probation for the rest of the Championship.
 - 16.5.1 In the event that a driver on probation incurs any further penalty and deemed to have caused avoidable contact-they-will receive a one-race suspension and not permitted to race in the next event or may be suspended from the remainder of the Championship.

- 16.6 If any significant collision or contact is made that involves the nosecone of the drivers kart the nosecone will become detached or dislodged which will result in an automatic 10 second penalty being applied to the driver after the race.
- 16.7 If a driver is deemed to have short-cut the track during the race penalties will be applied as follows: Warning - 1st occasion, Drive Through for a 2nd occasion followed by Race Exclusion for any subsequent occasion.
- 16.8 Blue Flag violation:— A Drive Through penalty.
- 16.9 Yellow flag violation:— A Drive Through penalty.
- 16.10 Blocking:— A Drive Through penalty.
- 16.11 Pit Lane Violation:— A Drive Through penalty.
- 16.12 Chatting:— A Drive Through penalty.
- 16.13 Probation: Any driver with a trend of rough, careless, or aggressive driving may be placed on probation by the Stewards (official notice will be issued).
- 16.13.1 A driver on probation may be suspended if another penalty occurs whilst on probation.
- 16.13.2 If a driver is again on probation and incurs another penalty, the driver may be suspended for the remainder of the season.
- 16.14 If a driver does not provide photographic or video evidence as required by 6.7 they will be disqualified.
- 16.15 Should a driver be found to be sharing server connection details that are for relevant competitors only, they will be disqualified from all sessions and the Championship.

17 Prizes

- 17.1 Championship Overall
- 17.1.1 Trophies will be awarded to the 1st placed driver in each of the classes (provided by Motorsport UK)
- 17.1.2 An award will be issued to the driver achieving the fastest lap in the Final in each of the classes.
- 17.1.3 Additional awards may be provided at the discretion of the Organisers.
- 17.1.4 Award winners will be invited to attend the British Kart Championship Awards Presentation evening. The date and venue is to be advised.

18 Legal

- 18.1 The Organisers reserve the rights to change the rules.
- 18.2 The Organisers reserve the rights to change the mod.

- 18.3 The Organisers reserve the right to cancel or Postpone a race.
- 18.3.1 The Organisers shall not be held liable for any losses suffered resulting from the cancellation of a race or of server crash of the race server.
- 18.4 The Organisers reserve the right to amend the Championship race dates, schedule and times. Drivers will be notified at least 24 hours in advance.

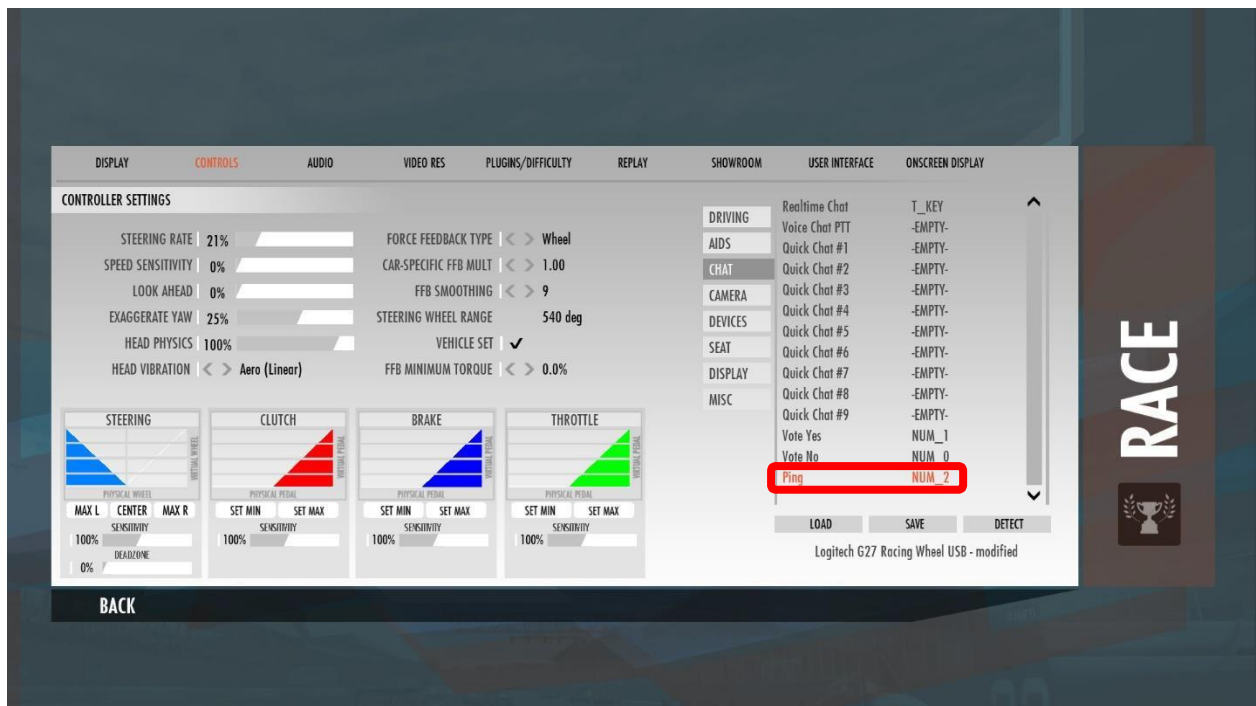
19 Contact

In the event of any queries please contact the administrators at: Esports@alphalive.co.uk

Internet Connection & Technical Requirements

1.1 Drivers must have a stable internet connection. “Motorsport UK-KEC” is not responsible for drivers who are not able to sustain a connection to the server.

1.1.1 Drivers must maintain a maximum ping of 150 (as viewed on the race server). Drivers that are above 150 will be asked to leave the server. You can check your ping ingame:



The default setting is the number 2 in rf2.

1.2 WIFI and GSM/3G/4G connections is prohibited as it's known to cause extremely high ping and lag – don't use it. If you do not have a direct network cable connection we advise you purchase a power line adapter. An example can be found here:

https://www.amazon.co.uk/TL-PA7010KIT-Powerline-Transfer-Streaming-Configuration/dp/B06WRSHKC6/ref=sr_1_12?dchild=1&keywords=powerlines+adapter&qid=1585245150&sr=8-12

1.3 Patches and Plug-ins are allowed as long as they do not affect the functions of the simulation, create an unfair advantage, or affect other drivers.

RACE 'N' RESPECT – THE RACING CODE

THE VALUES

- Respect
- Fair play
- Self-control
- Good
- Sincerity

THE COMPETITOR'S 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
- Be responsible and respectful to all including on any social media outlet



THE PARENT'S & 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
- Be responsible and respectful on any social media outlet and ensure my young driver does also.

THE VOLUNTEER OFFICIALS AND ORGANISERS' COMMITMENTS

I WILL -

- 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