1 SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction: The 2021 British IAME Kart Championships are organised and administered by Motorsport UK in accordance with the Motorsport UK General Regulations (incorporating the provisions of the International Sporting Code of the FIA) and the Motorsport UK Karting Yearbook and these Championship Regulations ("the Championship").

Motorsport UK Championship Permit Number(s): Championship Grade: A
British IAME Cadet– CH2021/TBA
British IAME X30 Mini X– CH2021/TBA Organising Permit Status: National
British IAME X30 Junior – CH2021/TBA
British IAME X30 Senior – CH2021/TBA

1.2 Officials

1.2.1 Co-ordinator: Mrs Danielle Short – Danielle.Short@motorsportuk.org / 07951 785211
1.2.2 Eligibility Scrutineer: TBA
1.2.3 Championship Stewards: Nicky Moffitt, Richard Norbury and Ian Watson
1.2.4 Race Director/Clerk of the Course: Nigel Edwards
1.2.5 Championship Safeguarding officer: Jennifer Carty
1.2.6 Championship Race 'n' Respect Officer: Richard Lock
1.2.7 Championship Timekeeper: Ian Rogers
1.2.8 Class Technical Expert: James Mills
1.2.9 Official Championship Photographer Chris Walker (Kartpix.net). Any other Media requests must be made in writing to the Championship organisers

1.3 Competitor Eligibility:

1.3.1 Entrants must be registered for the Championship, in possession of a valid Motorsport UK Entrants licence and fully paid up valid membership card holding members of a Motorsport UK registered Kart Club.

1.3.1.1 Competitors under the age of 18 must be accompanied by the holder of a Kart PG Entrant's ("PG") licence and in the case of a driver who is run by a Team the PG licence must be assigned to the Team Principal using the Championship proforma. The completed proforma must be submitted ~~e~~lectronically to the Championship Co-Ordinator prior to the commencement of the Event. The physical PG licence must be in the possession of the nominated Team Principal at signing-on.

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1.3.2 Drivers and Entrant/Drivers must be:

1.3.2.1 registered for the Championship;

13.2.2 in possession of a current Motorsport UK National Kart grade Competition Licence as a minimum or if the driver is a foreign participant be in possession of a valid CIK-FIA International Licence and medical and must be accompanied by a licensed Entrant if under 18 years of age;

1.3.2.3 comply with the category age requirements U.15 of the general regulations; and

1.3.2.4 be fully paid up valid membership card holding members of a recognised Motorsport UK Kart Club.

1.3.3 Drivers newly registering for the Championship must have participated in and gained qualifying signatures from at least 11 Motorsport UK kart race meetings or have been the previous holder of the MSA or Motorsport UK Kart National A licence.

1.3.4 A Competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school then a driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from his/her school and this must be presented to the Championship Coordinator prior to each meeting and/or to Motorsport UK via the Championship Coordinator at the time of and in order to fulfil registration for the Championship.

1.3.5 Teams and Engine Preparers must be in possession of a valid Motorsport UK Entrants licence.

1.3.5.1 A Team or Engine Preparer is a commercial trading entity providing race and related support services to third parties at Events (and whether with or without covered accommodation) and elsewhere and with or without equipment to competitors in the Championship and weather receiving financial gain or not. This includes the use of team names, team / engine sticker kits and team race suits/clothing.

1.3.5.2 A Team or Engine Preparer shall at all times uphold and respect the provisions of the Code and the General Regulations and these Championship Regulations as may be amended from time to time and shall;

(a) hold a valid Motorsport UK Entrant licence;

(b) have at least £2 million Public Liability Insurance;

(c) uphold the values of the Race'n'Respect Code and all applicable Motorsport UK policies and guidance;

(d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport or the Championship or Motorsport UK or any its officers and officials into disrespect;

(e) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through Motorsport UK;

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(f) adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
(g) with the exception of Engine Preparers attend all Drivers Briefings; and
(h) with the exception of Engine Preparers nominate one member of their Team as the Team Representative at each meeting including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver PG.

1.3.5.3 It is recommended the Team has:
(a) a designated team member as an L2 qualified coach;
(b) a designated UKAD Certified Advisor.
(c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available)

1.3.6. Drivers are required to nominate their mechanic and this must be done prior to the commencement of the first Championship Event at which the Driver competes. All mechanics require a Championship permanent pass.

1.3.6.1 Mechanics will:
(i) be formally registered with the Organiser and linked with the driver and issued a British Kart Championships Mechanic pass ("mechanic pass");
(ii) be required to present their mechanic pass at each meeting and sign-on;
(iii) uphold the values of the Race'n'Respect Code and all applicable Motorsport UK policies and guidance;
(iv) act in a professional manner at all times and not act in such a manner as to bring motor sport or the Championship or Motorsport UK or any its officers and officials into disrespect;
(v) adhere to the Motorsport UK Safeguarding Policies and guidance documents complete Safeguarding training when required and be the holder of a valid DBS certificate through Motorsport UK;
(vi) adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;

1.3.6.2 Should the driver's nominated mechanic change during the season this whole Regulation 1.3.6 and 1.4.2(iii) and 1.4.3(iii) applies;
(i) in exceptional circumstances as agreed by the Organisers in writing limited to circumstances where time is limited to process all requirements in time for the commencement of the meeting the mechanic will be permitted to operate in support of the intended driver but shall then be bound by all of Regulation 1.3.6 of these Regulations; and
(ii) a non-refundable charge of £20 will be due for production of the mechanics pass payable to the Championship Co-ordinator prior to commencing any work;
(iii) for any future meeting the mechanic must be in possession of a valid DBS certificate issued through Motorsport UK.

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1.3.6.3 Should any mechanic pass be misplaced the driver and mechanic must report to the Championship Co-ordinator who will reproduce a pass at a non-refundable charge of £20.

1.3.6.4 A driver may not be in possession of more than one mechanic pass and may have only one mechanic registered per meeting.

1.3.7 In the event that an Engine Preparer is present during any meeting they will be required to be specifically registered with the British Kart Championships and it remains the Competitor's responsibility to ensure that they have done so (1.3.5. applies). The Engine Preparer will:

(i) be formally registered with the Organiser and issued a British Kart Championships pass valid for Engine Preparers only ("engine pass");
(ii) be signed-on for each meeting they are in attendance;
(iii) uphold the values of the Race'n'Respect Code and all applicable Motorsport UK policies and guidance;
(iv) act in a professional manner at all times and not act in such a manner as to bring motor sport or the Championship or Motorsport UK or any of its officers and officials into disrespect;
(v) adhere to the Motorsport UK Safeguarding Policies and guidance documents complete Safeguarding training when required and be the holder of a valid DBS certificate through Motorsport UK;
(vi) adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;

1.3.8 All necessary documentation including appropriate licence and valid membership cards and passes must be available for checking at all rounds. Signing-on will be electronically via the Alpha System and signing on links will be emailed to each competitor prior to each event.

1.3.9 Competitors (including PG) Teams, Engine Preparers and Mechanics details will be held on the Motorsport UK Database and will be subject to both Alpha Timing and the Motorsport UK GDPR.

1.3.10 Mechanics details will be held on the Motorsport UK database solely for purposes connected to the lawful performance and delivery of the Championship.

1.4 Registration

1.4.1 Competitors must be registered for the Championship by completing the on-line registration and paying the Championship Registration fee. This fee is non-refundable.

1.4.2 The Championship Registration fee is;

1.4.2.1 for each Driver £250;

1.4.2.2 for each Team (1.3.5) or Engine Preparer (1.3.5, 1.3.7) £85.00;

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(i) any Team or Engine Preparer is required to register for the British Kart Championships once, irrespective of class; and

1.4.2.3 for each Mechanic (1.3.6), with the exception of any parent or legal guardian acting as mechanic for their own child £85.00

(i) any mechanic is required to register for the British Kart Championships once, irrespective of class; and

(i) for any Driver under 18 years of age accompanied by anyone other than their parent or legal guardian a valid DBS certificate is required for the accompanying adult which must be applied for from Motorsport UK via the British Kart Championship on the following link https://kartinguk.alphatiming.co.uk/register/series at a cost of £85.00

1.4.2.4 for any Team Principal, Engine Preparer or Mechanic previously completing the DBS Check and safe guarding training through Motorsport UK must register their participation in the 2021 British Kart Championship on the following link https://kartinguk.alphatiming.co.uk/register/series and submit the renewal fee of £25.00

1.4.3. A parent or legal guardian is not required to be in possession of a valid DBS certificate to mechanic for their own child, however if they offer services to another child/children they will require a current valid DBS Certificate. Issued from Motorsport UK

1.4.3.1 A DBS check through Motorsport UK is required for;

(i) the Team Principal;

(ii) the Engine Preparer; ~~and~~

(iii) the Mechanic; and

(iv) The Driver Coach

Following Championship registration information will be sent via email to the nominated person to use the DBS Eligibility Checker to ascertain the level of check required. When you have emailed back this information a DBS check application link will be sent upon receipt. The fee for doing so is included in the registration fee.

1.4.4 The maximum number of driver registrations for each class is 62.

1.4.4.1 If a particular class is full drivers will be added to a reserve list in order of receipt of registration. The first driver placed on the reserve list for the class having reached its capacity will be held in reserve place 1 and so on; and

1.4.4.2 A reserve driver may be offered a place at individual meetings which will be offered in reserve list order until the class/grid is full. Late entry penalties as detailed in 3.1.1.3 will not apply.

1.4.5 Drivers race numbers will be allocated at registration and will be their permanent race number for the duration of the Championship.

1.4.5.1 to be eligible to enter the final meeting Competitors must have competed in at least one previous meeting, unless specifically agreed by the Organisers

1.4.5.2. Numbers 0-10 are reserved for those drivers awarded the numbers in that class at the end of or during the year of the 2020 Championship season; and

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1.4.5.3. in the event that a driver has been awarded a Special Plate during the Championship season or indeed is no longer entitled to be running a Special Plate the Championship Organiser will either allocate a non "Special" number or change their race number to the winning one for the remainder of the season.

1.4.6 All Teams, Drivers, Mechanics and Engine Preparers must be fully registered before participation in any individual round.

1.4.7 Personal images. The organisers may:

1.4.7.1 film the meetings and make the images public and / or

1.4.7.2 record the Stewards' judicial hearings which imagery will be used for training purposes only or by the National Court in the event of any Inquiry or other lawful judicial procedure pursuant to the General Regulations and / or the Code.

By registering for the Championship all necessary permissions in regard to use and publicity of personal images is granted.

1.5 Championship Rounds

1.5.1 The 2021 British IAME Kart Championships will be contested over 8 rounds. The dates are as follows:

Round	Date	Venue
1	07-09 May	Shenington
2	11-13 June	Kimbolton
3 & 4	16-18 July	Larkhall
5	06-08 August	Rowrah
6 & 7	08-10 October	PFi

1.5.2. The format for the Championship meetings will be:

IAME Single Header

Friday	Practice (Optional)
Saturday	Practice
	Timed Qualifying
	Heats
Sunday	Warm-up
	Remaining Heats
	Repechage (if any)
	Prefinal & Final

IAME Double Header

Friday (3 day)	Practice
Saturday& Sunday	Warm-up
	Timed Qualifying
	1st Heat
	2nd Heat
	Repechage (if any)
	Final

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1.6 Scoring

The overall Championship standings will be calculated based on the points awarded at each round ("scores") taking account of:

(i) Championship Heat points;
(ii) Championship Prefinal/Repechage; and
(iii) Championship Final points.

1.6.1 Points will be awarded in the Heats and these will count towards grid positions for the Repechage (if any) or Final. These individual points will not count towards the overall Championship:

1.6.1.1 points for the Heats will be allocated 0 pts for 1st place, 2 pts for 2nd place, 3 pts for 3rd place and increasing by 1 point down the heat classification;

1.6.1.2 non-finishers will be classified according to the number of full laps completed and order of stopping and shall be classified in that order and allocated points accordingly; and

1.6.1.3 any driver that does not start a Heat will be classified after any non-finishers in the Heats (1.6.1.2) whether they present themselves to the grid or not and in grid order if more than one and allocated points on that basis.

1.6.2 Championship Heat points will be awarded based on the intermediate classification following the Heats and the conclusion of all judicial procedures:

1.6.2.1 65 pts for 1st place, 62 pts for 2nd place, 60 pts for 3rd place, 59 points for 4th place and decreasing by 1 point down the intermediate classification.

1.6.3 Championship Prefinal & Final points will be awarded in the Final according to the Final classification and following the conclusion of all judicial procedures:

1.6.3.1 65 pts for 1st place, 62 pts for 2nd place, 60 pts for 3rd place, 59 points for 4th place, 58 points for 5th place, 57 pts for 6th place then reducing incrementally by single points to 29 pts for 34th position;

1.6.3.2 non-finishers will be classified according to the number of full laps completed and order of stopping and shall be classified in that order and allocated points accordingly;

1.6.3.3 any driver that does not start will be classified whether they presented themselves to the grid or not in the position below the last classified driver and in grid order if more than one and points allocated accordingly;

1.6.3.4 any driver disqualified from the meeting will score 0 pts and will be unable to drop that round; and

1.6.3.5 at the conclusion of the Championship season a total of 20 bonus points will be awarded to each driver who has entered, competed and scored points in every one of the 7 rounds which are used to calculate their end of season points.

1.6.4 Championship Repechage points (Championship Prefinal & Final points) will be awarded in the Repechage according to the Final classification:

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1.6.4.1 28 pts for 7th place, 27 pts for 8th place, 26 pts for 9th place then reducing to 1 point for 34th position;

1.6.4.2 non-finishers will be classified according to the number of full laps completed and order of stopping and shall be classified in that order and points allocated accordingly; and

1.6.4.3 any driver that does not start will be classified whether they presented themselves to the grid or not in the position below the last classified driver and in grid order if more than one and points allocated on that basis; and

1.6.4.4 in the case that there are more than 34 although less than 38 Drivers in the class there will be no Repechage;

(i) Championship Final points will be awarded according to the intermediate classification in respect of those final three Drivers; and

(ii) 28 pts for 35th place, 27 pts for 36th place, 26 pts for 37th place.

1.6.5 If a round cannot be completed:

1.6.5.1 before completion of the Heats for that class championship points will be awarded for the classification from the Heats only;

1.6.5.2 after completion of the Heats for that class the overall classification will be declared on the grid positions for the Final and Repechage (if any) and championship points will be awarded accordingly; and

1.6.6 Resolving Ties:

1.6.6.1 In the event of a tie in Timed Qualifying the drivers 2nd fastest times will be considered and the best 2nd time awarded the higher ranking. If still tied then the 3rd fastest times will be considered etc.

1.6.6.2 In the event of a tie for grid positions for the Prefinal or Final the higher finishing position from Timed Qualifying from that round will take the higher grid position.

1.6.6.3 In the event of a tie in the Championship standings then the result from the final Championship round (round 7) will be used to solve the tie with the higher result in that round being given the higher ranking.

1.6.7 14 out of a maximum of 17 scores available will count towards the overall Championship standings.

1.6.8 Championship Points Appeals will be in accordance with the current Motorsport UK Yearbook.

1.6.9 The only valid Championship Points allocation and tables are those published by or explicitly on behalf of Motorsport UK and no class or overall Champion may be declared until after the conclusion of all judicial procedures following the final event of the Championship.

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1.7 Awards

1.7.1 Per Round

Trophies for each class will be awarded to the highest 3 classified drivers and the highest placed rookie and the highest placed privateer in the Final.

1.7.1.1 a prize giving ceremony will be held at each round within one hour of posting the provisional results;

1.7.1.2 if a driver is personally not present for the prize giving ceremony without the Organisers consent they may forfeit any award; and

1.7.1.3 additional awards may be provided and will be confirmed by Bulletin.

1.7.2 Championship Overall

The overall awards for the British Championship in each class will be a trophy;

1.7.2.1 for the highest placed 3 drivers in each class;

1.7.2.2 for the highest placed Privateer. A Privateer is a driver who is not part of howsoever at any Championship Event including testing for or connected to the Championship and whether by awning sharing or otherwise and who receives no support from a Team. Privateer status must remain valid throughout the Championship season. A Privateer is also eligible for the Rookie award;

1.7.2.3. for the highest placed Rookie. A Rookie is the highest placed driver who has not competed in more than 3 rounds in any one season of a British or National Championship in previous years;

1.7.2.4. the organisers may also provide an award for the Team and/or Event whom they believe has best embraced and promoted the ethos of the championship;

1.7.2.5 the class homologation rights holder may provide additional awards;

1.7.3 The top 10 drivers in each class will be awarded seeded numbers 1-10 for 2022. Should any driver change class for 2022 they will forfeit their seeded number.

1.7.3.1 The top 5 of those 10 drivers will automatically qualify should pre-qualification for 2022 be necessary.

1.7.4. Additional awards may be made at the discretion of the Organisers.

1.7.5 There may be an end of year prize giving Ceremony. The date & venue is to be advised.

1.7.5.1 Should a Competitor be unable to attend without agreement in writing from the Organisers they may forfeit any award.

1.7.6 Entertainment Tax Liability

In accordance with current government legislation Motorsport UK along with the hosting club are 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.

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That is to those persons that 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 Motorsport UK is required to deduct tax at the current rate applicable from any such payments they 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: 01514726488 Fax: 01514726483.

1.7.7 Title to all Trophies
In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the competitor(s) concerned must return such awards to the Organisers in good condition within 7 days.

1.8 Timing

1.8.1 Electronic timing will take place at all rounds.

1.8.2 A TAG transponder must be used and it is the Competitor's responsibility to ensure it is fully charged and fitted correctly;
1.8.2.1 fitment of the transponder must be as per F2 of the Motorsport UK Karting Yearbook ("**F.2** The transponder must be fitted in an approximately upright position (i.e with the 'R' clip to the top) on the back of the seat fitted at a height from the ground at 25cm ±5cm measured to any point of the transponder.
F.2.1 Transponders must be mounted in accordance with the manufacturer's recommendations.").

1.8.3 It will be possible to hire transponders from the Organisers at a cost of £15 per meeting;
1.8.3.1 should any Competitor hire a transponder and fail to return it in good working order the Organisers may seek full payment for a replacement unit.

1.8.4 Transponders must be fitted and working throughout the whole meeting as per the official Timetable;
1.8.4.1 any transponder not fitted upon entry to the grid may be refused access; and
1.8.4.2. should any transponder not work may result in the driver not being lap scored and no finishing position given.

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2 JUDICIAL PROCEDURES

2.1 **Rounds**: In accordance with Section C of the current Motorsport UK Yearbook, Appendix 1 of these Regulations any Supplementary Regulations and/or Final Instructions.

2.1.2 Technical infringements arising from post-race Scrutineering or judicial action:
(a) the minimum action will be disqualification from the session;
(b) the maximum action will be disqualification from the meeting C.3.5.1(a)&(b) will also apply; and
(c) in the case of the Competitor being underweight they will be disqualified from that session.

2.2 **Championship**: In accordance with Section C of the current Motorsport UK Yearbook, Appendix 1 of these Regulations and any Supplementary Regulations.

2.2.1 By registering for the Championship all Competitors (including PGs), Teams, Mechanics, Engine Preparers 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.

2.2.1.1 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 Motorsport UK.

2.3 **Video**

The Organisers will be using CCTV at all rounds. The footage will be used by the Organisers for judicial purposes.

3. RACE PROCEDURES

3.1 Entries

3.1.1 Supplementary Regulations (SRs) will available on the British Kart Championships website and will be emailed to all registered drivers at the opening of entries:

3.1.1.1 Individual entries will be made via the on-line entry system via British Kart Championships website and it remains the Competitors responsibility to ensure they have fully completed the entry conditions and submitted their entry before the closing date;

3.1.1.2 The individual meeting entry fee for the 2021 British IAME Kart Championships is:
(i) £199.00 per Driver per class for 2 day meetings; and
(ii) £299.00 per Driver per class for 3 day meetings.

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Entries for each meeting must be made on-line through the entries page on the British Kart Championships website.

3.1.1.3 Entries for the rounds open on the TBA 2021:

(i) entries will close at noon 10 days prior to the meeting for all any entry received later than 10 days prior to the meeting but no later than noon on the Monday immediately preceding will be considered a late entry and incur a surcharge of £75;

(ii) any request for withdrawal of entry must be made in writing before the closing date (not the deadline for late entry) 50% of the entry fee will be transferred towards the next event entry. No refunds of entry will be made; and

(iii) the fee will be forfeit for any withdrawal received during the late entry period up to and including the commencement of the meeting.

3.1.1.4 no refunds will be due in the case where a driver is unable or does not participate.

3.1.1.5 The minimum entry for each Class is 8.

3.1.1.6 Entries will be acknowledged upon receipt of the submitted entry and payment.

3.1.1.7 Once you have submitted and received an accepted entry withdrawals will only be permitted when made prior to the closing date for that meeting. The fee received will be transferred to the next round if no fee for that round has yet been received. No monetary refunds will be issued.

3.1.1.8 In the event of a meeting cancellation refunds may only be issued in the event that no part of the meeting has commenced i.e. Scrutineering and/or documentation whichever commences sooner (3.1.1.3 applies).

3.2 Practice

3.2.1 Where there is an Official Friday Practice session a request for exception must be made to the Championship Organiser at least 7 days prior to the meeting if the driver is unable to attend. Acknowledgement will be issued in writing.

3.2.2 All classes will be provided at least one Practice session and each driver must participate in their designated group;

3.2.2.1 the schedule for the Practice groups will be posted on the Official Notice Board.

3.2.2.2 should any driver miss their designated group they will not be permitted to join another.

3.2.3 Practice or use of the circuit in any type of kart is forbidden from the Monday of the week immediately preceding the scheduled meeting until the commencement of Permit;

3.2.3.1 any Competitor reported to have done so will be reported to the Stewards of the Meeting and may be disqualified from that meeting.

3.3. Briefings

It is mandatory for all Drivers and Team Managers and PG's to attend all Drivers Briefings. The Drivers Briefings may be communicated digitally.

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3.4 Pre-Race Scrutineering

3.4.1 Pre-Practice 'self-declaration' regarding your PPE equipment and its conformity to the current regulations is mandatory, this maybe spot checked by the Scrutineers at any time during the event

3.4.1.1 A Competitor may request pre-race Scrutineering at an alternative time but this must have been completed prior to their first scheduled Practice session.

3.5 Parc Ferme

3.5.1 Parc Ferme will be in operation at all meetings the format for which may vary according to the requirements of the venue and will be confirmed in any Final Instructions or during the Drivers Briefing.

3.5.2 Access to Parc Ferme will only be permitted to pass holders for the specific class;

3.5.2.1 any other person requiring access may only do so with permission of the Eligibility Scrutineer or designated Deputy.

3.5.3 The Race Director/Clerk of the Course will designate the meeting status ("Wet" "Open" or "Dry").

3.5.3.1 Any change will allow an adequate amount of time to permit a change of tyre choice which will be decided by the Race Director/Clerk of the Course and may delay the start of that session. Competitors may be required to return to the Pre-Assembly Area if having already entered the dummy grid;

3.5.3.2 if the session is deemed "Open" no extra time will be permitted for tyre changes.

3.6 Pre-Assembly Area

Only the driver and mechanic wearing the required pass will be permitted access.

3.7 Dummy Grid

3.7.1 Upon entry to the dummy grid the kart must be positioned on their grid position or as directed by the grid marshal.

3.7.2 Adjustments other than tyre pressure (which cannot be increased) are prohibited once on the dummy grid.

3.7.2.1 Should any adjustment(s) be necessary the kart must again be returned to the pre-assembly area but only before closure of access to the dummy grid. In exceptional circumstances only the Chief Scrutineer may authorise a return to pre-assembly after closure of the dummy grid and in which case notification and reason will be provided to the Stewards of the Meeting.

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3.7.3 Count Down
3.7.3.1 5 minutes prior to session start;
3.7.3.2 3 minutes prior to session start; and
3.7.3.3 2 minutes prior to session access to the dummy grid area will be prohibited.

3.7.4 Any Competitor remaining in the pre-assembly area once the dummy grid access has been closed will not be permitted to participate in the session.

3.7.5 Any driver or mechanic believed to be impeding another Competitor will be reported to the Race Director/Clerk of the Course who will investigate and may pass the matter to the Stewards of the Meeting which may result in a penalty being imposed.

3.7.6 Any changes to the timetable will be posted on the Official Notice Board and announced over the tannoy and/or via text message directly to the Competitor. It is the Competitor's responsibility to ensure they are aware of any changes.

3.8 Timed Qualifying

3.8.1 All classes will be provided up to a 6-minute Timed Qualifying session and each driver must participate in their designated group and will be confirmed in the Final Instructions.
3.8.1.1 The schedule for the Timed Qualifying groups will be posted on the Official Notice Board.
3.8.1.2 Should any driver miss their designated group they will be reported to the Stewards of the Meeting and not permitted to join another and shall be placed at the back of the starting grid for the Heats this does not preclude the Stewards of the Meeting imposing any further penalty.

3.8.2 The results from Timed Qualifying will dictate grid positions for the Heats.

3.8.3 A random draw will decide the sessions for Round 1 and thereafter in Championship order:
3.8.3.1 The highest points scorer first in Group 1;
3.8.3.2 The second highest points scorer first in Group 2;
3.8.3.3 The third highest points scorer second in Group 1 and so on.

3.8.4 A driver may complete as many laps as they wish during this session and all laps will be timed;
3.8.4.1 any driver who fails to complete at least one lap will start at the back of the grid.

3.8.5 Timing will commence when the green flag is shown.

3.8.6 As soon as the driver exits the track their session has ended and re-entry to the track is not permitted 3.13 applies.

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3.8.7 Any driver considered to be baulking or blocking another driver will be penalised (Q.12.21.1) by loss of up to their 3 fastest lap times. This does not prohibit the Stewards of the Meeting disqualifying the driver from the classification if necessary.

3.8.8 If there is more than one session the fastest time achieved in the fastest session (fastest time overall) will be given 1st place, 2nd place goes to the fastest in the other session, 3rd place to the 2nd fastest in the fastest session and so on to determine the combined results order.

3.8.8.1 Any driver failing to complete at least one lap will be placed at the back of the grid and before any driver disqualified from Timed Qualifying;

(i) the grid order of those having failed to complete a lap will be placed according to the last official practice session with the fastest recorded times ahead; and

(ii) the grid order of any disqualified driver will be placed according to the last official practice session with the fastest recorded times ahead.

3.9 Grid

3.9.1 The maximum grid will not exceed 34 for the Heats and Final.

3.9.2 Timed Qualifying results will dictate the grid positions for the Heats.

3.10 Races

3.10.1 Each class will have two Heats, a Repechage (if necessary) and a Final.

3.10.2 After the completion of the Heats an intermediate classification will be issued.

3.10.2.1 All drivers classified will automatically qualify for the Final if there are 34 drivers or less in the class.

3.10.2.2 For any class which has more than 34 drivers classified the top 28 drivers will automatically qualify for the Final;

(i) any class which has less than 38 drivers classified the top 34 drivers will automatically qualify for the Final. The remaining drivers will be awarded points according to their intermediate classification.

(ii) any class with 38 drivers or more classified and where the top 28 drivers have automatically qualified the remaining drivers will be placed into the Repechage in order to identify the drivers to take the remaining 6 grid positions for the Final.

3.10.2.3 The grid for the Repechage will be as follows: Driver 29th in the intermediate classification will take the highest grid position the 30th driver will take 2nd place on the grid and so on.

3.10.3 The Race Director/Clerk of the Course in consultation with the Stewards of the Meeting may amend race duration;

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3.10.3.1 any change will be published on the Official Notice Board and announced on the dummy grid prior to the race.

3.11 Starts

3.11.1 Starts will be in accordance with U.7.7-7.8 of the Motorsport UK Yearbook.
3.11.1.1 The pole position driver may be penalised if the speed is considered to be too fast or too slow; and
3.11.1.2 penalties may be imposed on any driver considered to have broken formation prior to the start signal.

3.11.2 A driver having failed to take their correct position on the dummy grid must start the race from the rear of the grid.

3.11.3 All drivers having taken the start will be classified (U.12.5.1).

3.12 Race Stops

In the event of a race stoppage U.7.9-7.10 will apply.

3.13 End of Session

3.13.1 At the end of the session karts will be directed into a designated area;
3.13.1.1 all Drivers must report to scrutineering and weighing area;
3.13.1.2 other than the driver and officials no person is permitted in this area until signified to do so by the Scrutineer; and
3.13.1.3 Drivers should not leave this area without the specific permission or instruction of the Eligibility Scrutineer or his Deputy.

3.13.2 It is recommended that any Competitor should be satisfied that the driver has been given authority to leave;
3.13.2.1 any Driver or kart having left the area without permission will be reported to the Stewards of the Meeting who after holding a hearing may impose a penalty of disqualification from that session as a minimum.

3.13.3 The electronic Scrutineering Card will be validated against the equipment used;
3.13.3.1 should it be found that any of the equipment numbers do not comply with the recorded detail it will be considered a statement of fact and the Scrutineer will provide the necessary report to the Stewards of the Meeting who after holding a hearing may impose a penalty.

3.13.4 It is the Competitors responsibility to ensure that any seal or mark is not missing or damaged;
3.13.4.1 no seal can be replaced if the kart has left parc ferme.

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3.13.5 The Scrutineer may seal the chassis or engine(s) and request the fitting of special nuts to the equipment for this purpose.

3.13.6 At any time during the meeting the Eligibility Scrutineer may request the removal of any component or fluid;

3.13.6.1 a component may be sealed and held by the Scrutineer and replaced with a standard homologated unit for use for the remainder of the meeting. The replacement unit must then be returned in good working order at the end of the meeting; and

3.13.6.2 unless the original part is impounded for testing the Scrutineer will return it when the replacement unit is returned.

3.14 Results

3.14.1 Results will be issued in accordance with the Motorsport UK General Regulations and these Championship Regulations.

3.14.2 All results will be deemed provisional until the conclusion of any technical and/or judicial matters.

4 TECHNICAL REGULATIONS

4.1 Classes

The Championship is open to the following classes as defined in the 2021 Motorsport UK Karting Yearbook and in compliance with the 2021 Motorsport UK General Regulations.

(i) IAME CADET;
(ii) X30 MINI X;
(iii) X30 JUNIOR; and
(iv) X30 SENIOR.

4.2 Class Technical Expert

A Class Technical Expert who will advise the Eligibility Scrutineer may be appointed by the Organisers.

4.3 Scrutineering Card

4.3.1 All Competitor's equipment must be accompanied by an electronic scrutineering card. This will be the only method used to check that each Competitor is using the equipment prepared and presented at pre-event scrutineering;

4.3.1.1 it is the sole responsibility of the Competitor to complete this electronic card correctly;

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4.3.1.2 where seals are used to seal the chassis and/or engines the seal numbers must be entered alongside the individual engine and chassis numbers on the card and must be correct;

4.3.1.3 both the driver and their Entrant if any must electronically sign the card;

4.3.1.4 once fully completed the card(s) must be submitted electronically to the Scrutineer during pre-event scrutineering via the online Alpha System;

(i) no changes to the scrutineering card will be permitted upon commencement of Timed Qualifying for that class; and

4.3.1.5 failure to submit the completed electronic scrutineering card within the allocated time stated in the official Timetable will be reported to the Stewards of the Meeting and may incur a penalty.

4.4 Equipment Identification

The Scrutineer may use a paint or barcodes during pre-event scrutineering to identify equipment.

4.5 Tyres

4.5.1 All new tyres must be purchased via the British Championship.

4.5.1.1 The tyre prices will be the published retail price.

4.5.2 Only the class nominated tyres may be used.

4.5.3 All tyres must be ordered before the initial closing date of entries for each round; and

4.5.3.1 in the event that a Competitor seeks to purchase tyres after the initial closing date of entries a surcharge may be levied.

4.5.4 One set of race slick tyres ("race tyres") must be purchased for each race round:

4.5.4.1 For TQ, heats, repechage and Finals (DRY session)

This set of slick race tyres is the only set permitted for use during Timed Qualifying, Heats, Repechage (if any), Pre-Final and Final.

For TQ, heats, repechage and Finals (OPEN OR WET session) only registered wets may be used.

1 sets of wets maximum for IAME cadet and 2 sets of wets for all other IAME Classes per round

4.5.4.2 For Practice and Warm-Ups;

(i) Where any Optional Friday practice is offered and up to the TQ Session a maximum of 2 new sets of slick tyres may be used in addition to any registered used slick tyres Any new tyres must be purchased from the Championship

(ii) For cadet where any Optional Friday practice is offered and up to the TQ Session a maximum of 1 new sets of slick tyres may be used in addition to any registered used slick tyres. Any new tyres must be purchased from the Championship

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(iii) Where no optional Friday practice is offered, or a driver was not present for any optional Friday practice session then then only registered used slick tyres can be used up to the TQ session

(iv) if the session is declared Wet or open wet, tyres are free , this includes the use of registered race wets although registered race slicks may not be used.

4.5.3 The Competitor must purchase at least one set of wet tyres ("wets") before their first round and have a set available at each meeting: Any new tyres must be purchased from the Championship

4.5.3.1 Only new wets and/or a set sealed and recorded in the Championship tyre bag may be used at each and any round.

4.5.3.2 A maximum of two sets of wets may be used during any one event
For Cadets a maximum of one set of wets is permitted per round

4.5.3.3 At the end of each meeting as per the timetable a Competitor may request that their set of wet tyres (new or used) be sealed in Championship tyre bag(s) which will be available for purchase via the online portal or from the tyre distribution point for each class of the British Kart Championships;

(i) the wet tyres will be sealed by the dedicated British Kart Championship official in the Championship tyre bag;

(ii) the seal number may be recorded and allocated to the driver;

(iii) the Competitor will take the sealed bag(s) away and present it at their next British Kart Championship meeting where the tyres will be scanned and registered into the race meeting at the allocated time as per the timetable.

(iv) the bag seal must remain intact;

(v) the Competitor will be solely responsible for the Championship tyre bag, seal and tyres;

(vi) if there is evidence that the seal and/or bag have been tampered with a report will be submitted to the Stewards of the Meeting.

(vii) once opened the bag should be retained by the Competitor for future use. Tyres and tyre bags are not transferable between drivers; and

(viii) the organisers may advise any Competitor that they have chosen to supply or exchange them with an alternative set of tyres at any time.

4.5.6 At allocation/pre-event scrutineering tyre barcodes will be recorded;

4.5.6.1 it is the Competitors responsibility to ensure that the tyre barcodes have been correctly recorded;

4.5.6.2 the barcodes must remain in place and readable at all times during the meeting; and

4.5.6.3 in the event that a barcode is missing or unreadable the Competitor must present the tyre to the Scrutineer. Before leaving the parc-ferme.

4.5.7 Tyres may be tested by the officials at any time and samples taken for analysis (D.36.1-36.3).

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4.5.7.1 Tyres may be held in a tyre parc-ferme at any time during the meeting at the request of the Championship organisers .

4.5.8 A photo-ionization detector may be used to check for chemical treatment;
4.5.8.1 a reading greater than 2ppm with the sampling probe within 5mm of any part of the tyre or tread where the reading is at least 50% greater than the average readings found on tyres from other Competitors in the class tyre samples may be taken for analysis (D.36.1-36.3.)

4.5.9 All tyres must be removed from the circuit at the end of the meeting. Should any be left at the venue the Competitor will be identified and invoiced for any charges incurred for disposal.

4.6 Chassis

4.6.1 Only one chassis is permitted for any meeting;
4.6.1.1 in the event of damage if the Scrutineer agrees it is not practical to repair in the time provided the Competitor may present an alternative chassis of the same make, model and type for scrutineering in order to continue.

4.7 Engines

4.7.1 A maximum of two engines may be registered at any one round.

4.7.2 Engines may not be started in the pits;
4.7.2.1 only the Scrutineer may designate a starting area which will be under the Scrutineers supervision;
4.7.2.2 it may not be possible at all venues for such an area to be designated due to local noise problems; and
4.7.2.3 any Competitor not complying with this restriction will be reported to the Stewards of the Meeting who may impose a penalty up to and including meeting disqualification.

4.8 Fuel

4.8.1 The Organisers will be using a control fuel the details for which will be confirmed by Bulletin;
4.8.1.1 all fuel cans must be removed from the venue by the Competitor when vacating at the conclusion of the Event.

4.8.2 The Eligibility Scrutineer may request at any time during the meeting that a Competitors fuel is to be replaced under supervision;

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4.8.2.1 the replacement fuel will be provided by the Scrutineer for use for the remainder of the meeting; and

4.8.2.2 the Competitor will be invoiced for this fuel which must be paid prior to the next round. If the Competitor does not compete in any further round of the Championship or if the action at 4.8.2.1 occurs at the last event of the Championship then the Competitor shall settle any invoice delivered within 14 calendar days of the date of the invoice.

4.8.3 It is mandatory for a minimum of 1 litre of fuel to be available at the end of the session (U.16.18).

4.8.4 Comparison testing for fuel and/or additives may be carried out during the meeting in accordance with D.34;

4.8.4.1 the Competitor will be required to provide a written declaration to the Scrutineer stating the make and type of oil used in the fuel and the mix ratio. A sample of the oil may also be required; and

4.8.4.2 if the sample does not conform to the written declaration or found to be ineligible the Competitor will;

(a) be disqualified from the meeting;

(b) pay the full cost of the testing; and

(c) may be reported to Motorsport UK.

4.9 Analysis, Comparison or Eligibility Checks

4.9.1 Should any Competitor be found to be using fuel and/or additives, tyres or equipment not conforming to these regulations or the specific class criteria they will be solely responsible for any costs incurred by the Organisers to carry out any tests or eligibility procedures;

4.9.1.1 Failure to refund the Organisers upon written request within 14 days of the request will be reported to the Championship Stewards who may impose further penalty which may include but not limited to disqualification from the Championship and reporting the dishonoured payment to Motorsport UK in accordance with C.1.1.13.

5 COMPETITOR OBLIGATIONS

5.1 Competitors may be required to:

5.1.1 carry Championship and Sponsors badges on their race suit which will include the Motorsport UK Race'n'Respect badge;

5.1.2 display sponsors' stickers which will be provided on their karts and visors;

5.1.3 display their name on the side pod;

5.1.4 remove decals/stickers etc. which are considered to conflict with the Championship and/or their sponsors';

5.1.5 take part in promotional activities at the rounds including prize giving and any press conference and wearing their race suit fully fastened;

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5.1.6 take part in promotional activities at the rounds including prize giving;
5.1.7 attend any scheduled education Seminars or other meetings called by the Officials or Organisers during the meeting.

5.2 Competitors are responsible for any accompanying persons all of whom must honour the Race'n'Respect code and be respectful to the meeting officials.
5.2.1 Motorsport UK will not tolerate its meeting officials being abused in any form and will take the strongest position if it is reported that someone has done so. Initially such instances should be reported to the Stewards of the Meeting who may impose an immediate penalty which may include eviction from the venue.
5.2.2 All reports of any breach of 5.2 and/or 5.2.1 will be submitted to Motorsport UK who may take further action.

5.3 Caravans and motor homes may not be permitted in the pits;
5.3.1 pit space is limited and Competitors must park in a sensible orderly fashion and as directed by the officials; and
5.3.2 Competitors must move if requested to do so by the Championship Officials or Organising Club.

5.4 Participants will not be permitted entry to the venue until the Thursday immediately prior to the meeting for 3 day events and the Friday for 2 day events.

6 Championship Contacts:

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Useful links:

Championship & Meeting Registration

Motorsport UK General Regulations

British Kart Championships website

Motorsport UK Karting Yearbook

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