

CLUB100 RACING LTD

RULES & REGULATIONS

LW / HW / SHW CLASS SPRINT 60 SERIES 2019

1. ENTRY

Entry for each event is on a first come, first served basis. Entries are confirmed only when accompanied with full payment.

Entries for **Club100** events should be sent to:

racing@club100.co.uk

Alternatively, call us on 01795 883592

Drivers may apply to enter any class, but will be accepted at the discretion of the organiser. **Club100** reserves the right to move drivers between classes.

2. CANCELLATIONS

PLEASE NOTE THAT THE TERMS LISTED BELOW ARE FIRM AND COMPOUND WITH NO EXCEPTIONS.

- a. Full refunds or the option to re-schedule will be offered no later than 4pm on the Monday two weeks prior to each event.
- b. Cancellations received after this date but before 4pm on the Monday prior to the event will be offered a 50% refund or 50% transfer to a future event.
- c. Cancellations received after 4pm on the Monday prior to the event will lose full entry fee.
- d. 'No-shows' on the day of the event will lose full entry fee.
- e. These cancellation terms also apply to teams which pay for the whole season in advance.
- f. **CANCELLATIONS WILL ONLY BE ACCEPTED IN WRITING, EITHER BY EMAIL OR FAX.**
- g. These terms also apply to test sessions.

3. EVENT SCHEDULE – ALL ROUNDS

The HW / SHW series comprises two separate classes racing together.

Registration	11:00hrs
Briefing	12:40hrs
Racing	13:00hrs – 16:15hrs
Presentation	16:25hrs

4. REGISTRATION / DRIVERS' BRIEFING

- a. Any driver failing to register (sign on) will not be permitted to participate in any part of the event.
- b. Any driver failing to attend the drivers' briefing will not be permitted to participate in any part of the event.
- c. **THE ABOVE RULES WILL APPLY WITH NO EXCEPTIONS.**

5. WEIGHT

- a. The minimum race weight limit for the lightweight class is **75kg**.
- b. The minimum racing weight for the heavyweight class is **85kg**. Drivers must weigh a minimum of **80kg** kitted up, without seat insert or ballast to be eligible.
- c. The minimum racing weight for the super/heavyweight class is **95kg**. Drivers must weigh a minimum of **90kg** kitted up, without seat insert or ballast to be eligible.
- d. It is each driver's responsibility to check his or her race weight at each race using the **Club100** scales.
- e. Where necessary, ballast may be attached to a seat insert or to the weight posts situated by the seat on the karts. **Club100** will not allow any extra weight to be fitted to a driver. **Club100** staff will check all ballasted seat inserts to ensure they are safe.
- f. Karts are fitted with two weight posts, which hold a maximum of 12 kg of lead. Lead can be purchased from BIZ karts (020 8443 3300).. A **small** amount of lead is available to hire from **Club100** at each meeting, but it is recommended that teams purchase their own lead if they are competing in more than one meeting.
- g. Drivers' race weight will be measured including their full kit, i.e. crash helmets, overalls, boots and seat inserts and ballast. The number plate and timing transponder may **NOT** be included on the scales.
- h. Random checks will be made throughout each event during the season. Any driver found to be lighter than the required race weight at any time will be excluded from the race.

6. PRACTICE AND QUALIFYING

- a. Practice will run for a duration of 10 minutes.
- b. **Club100** reserves the right to adjust session durations at any point during the season.
- c. Karts are randomly allocated. Drivers may not choose their own karts. Prior to driving a new kart, drivers should make the following checks on their karts (this is not an exhaustive list): fuel, tyres & rims, plug cap, exhaust & fittings, all steering components, chain tension, seat and stays, nose cone, side pods, front & rear bumpers, brakes, accelerator & associated cables.

- d. **Club100** karts are hand-built; therefore each and every kart will be different. Drivers should explore the handling capabilities of their karts during practice.
- e. Drivers may not make any mechanical adjustments to the karts at any point during the meeting. Drivers found to be contravening this rule will be severely penalised.
- f. If a driver finds a serious problem with his or her kart, he or she should return to the pits for a Kart change. **NOTE:** Kart changes will only be permitted on the grounds of safety, or if there is a severe performance issue.
- g. If a Kart is changed on the grounds of performance, a kart tester will be instructed to test the retired Kart once the race has started. If the kart tester deems the kart race worthy, a penalty will be applied. See rule 15r.
- h. The kart-tester will test the kart and report back to the race director / chief mechanic once tested.
- i. After 10 minutes of practice have elapsed, the green flag will be shown and a 5 minute qualifying session will commence.
- j. Drivers committing any of the offences detailed in the penalties section, other than knocking over a cone, will be penalised at the end of the session. However, officials are advised to use their discretion when penalising during practice and qualifying.

7. RACE START

- a. Grid formation will be 2 by 2. During rolling-up laps, drivers should stay to the edges of the track and leave gaps to allow other drivers to take up their grid positions. Once all karts are on track, the front row should establish a steady and even speed behind the pace kart.
- b. Drivers are not allowed to overtake the pace kart (unless in trouble and needing to return to the pits). Any driver overtaking the pace kart will receive a black flag once the race has started.
- c. **Drivers who spin during rolling-up laps must start from the back of the grid.**
- d. **Drivers who fail to use circuit cut-through(s) as directed during rolling up laps, must start from the back of the grid.**
- e. Drivers weaving excessively during rolling-up laps will receive a penalty at the end of the race.
- f. It is each driver's responsibility to start in the correct grid position. Competitors may signal to the Clerk of the Course and/or the start-line marshal if other drivers are preventing them from getting into their correct starting position. Drivers will receive a penalty if they start ahead of their grid position. If a driver fails to make any effort to take up their correct starting position, beneficiaries will not be penalised. If a driver is not in the correct grid position, the time keeper may still start the race regardless.
- g. During the rolling-up laps, drivers in trouble should raise a hand. Drivers may overtake competitors unable to keep up with the pack during rolling-up laps.
- h. The driver in pole position will control the pace as the pack approaches the start line, maintaining a steady and even speed towards the line.
- i. Any driver jumping the start will be penalised at the end of the race. This includes any driver breaking formation or moving across the track prior to crossing the start line.
- j. Race starts will be false-started if any drivers fail to allow racing room resulting in an 'untidy' and 'unfair' start. Only one false start per race will be applied. The race will continue on the second start regardless, except on the grounds of safety. Five minutes will be deducted from the race time if a race is false started.

Note: Drivers will be notified at each round in the driver's briefing where a false start zone starts and finishes.

eg – A false start call may include an untidy start on turns 1, 2 and 3, depending on the venue. The clerks will use their discretion on calling a false start.

8. RACES & GRIDS

- a. Each race will run for a duration of 30 minutes.
- b. At the end of each race the Karts will be stopped on circuit in a two by two fashion.
- c. Drivers will be instructed to remove their number plate and transponder. Where the Karts have stopped after each race shall be the grid for the next group. For example, if a driver is on grid 7 for the next race, they must fix their number plate and transponder to the 4th Kart in line on the right hand row.
- d. The Karts will be re-fuelled after each race, so that all drivers start all races with a full tank. Chain lube will also be applied.
- e. The grid for race 1 will be determined by qualifying times. The grid for race 2 will be determined by the result of race 1.
- f. HW & SHW drivers will be grouped together for each race.
- g. Non-finishers will be awarded points for their position, based on the number of laps completed.
- h. Drivers must use the FULL circuit after passing the chequered flag unless directed otherwise by a **Club100** official.

9. GENERAL

- a. The Clerk of the Course has the right to make post-race decisions after an inquiry.
- b. Suits, helmets and gloves must be worn correctly in the kart at all times. Drivers failing to comply will be black-flagged.
- c. All drivers must use a clear or yellow visor in dusk and dark conditions.
- d. On-board timing devices are not permitted.
- e. Pit to Kart radio communication is not permitted.
- f. CAMERAS – ONLY helmet cameras are permitted. Cameras fitted to the kart or the chest area are not allowed. **Club100** reserve the right to confiscate any on-board footage at any time. Drivers choosing to wear a helmet camera must sign an agreement with the organiser at the start of the season and adhere to our terms and conditions. Please refer to the separate document attached to your welcome pack.
- g. Should it be necessary for any championship round to be cancelled prior to the event start for whatever reason, the organisers will endeavour to allocate an alternative date and/or venue. Any substituted round will count towards the championship.
- h. Due to any arising situation beyond control, Club100 Racing Ltd cannot be held responsible for any postponement or abandonment of the event. In the case of this nature, results will be declared and points will be calculated according to which part(s) of the race meeting has been completed.
- i. During the races, drivers suffering the following circumstances will receive points for their position on the score sheet on the lap prior to the failure: engine seizure, complete ignition unit failure, **carburettor throttle failure, throttle cable failure**, or complete brake failure (unless sustained by driver error). If the failure occurs on the first lap, then the driver's starting position will be used to determine the number of points scored. No points will be awarded until the problem is verified by a member of staff.

A team involved in any accident that renders the kart broken, or bringing in a kart exhibiting obvious crash damage, regardless of fault or blame, will have to wait for it to be repaired.

A team suffering a broken chain, broken track-rod or broken exhaust will similarly have to wait for the damaged or missing components to be repaired or replaced.

Another kart will be only allocated to the driver in either circumstance if the work is not complete after 10 minutes.

- j. **Club100** reserves the right to issue an official verbal warning to any competitor where deemed appropriate. Further misconduct by the competitor may result in his or her exclusion from the event, their next race or the whole series at the discretion of **Club100** officials.
- k. Any competitor using foul language or threatening behaviour, either towards **Club100** staff or other competitors, may be excluded from the meeting.
- l. Competitors are responsible for the behaviour of their supporters, family and friends.
- m. **Club100** Racing Ltd. is covered by its own public liability insurance. Competitors are responsible for their own personal accident insurance.

10. SPINNING OUT

- a. If a driver loses control and subsequently goes into a spin, he/she **MUST** apply the brake immediately and prevent the kart from rolling backwards across the circuit. Any driver allowing their kart to roll backwards and not applying the brake after a spin and causing an incident will be heavily penalised. See rule 15.
- b. Drivers must **ONLY** re - join the session or race when it is clear and safe to do so. Any driver re-joining and causing a further incident will be heavily penalised. See rule 15.
- c. Drivers who spin out and subsequently come to a halt off circuit on either grass or a high kerbed area must switch off their engine, get out of the kart and push it back onto the edge of the circuit. Once back in the kart, he/she can then start their engine and re-join the session or race when it is clear and safe to do so. A severe penalty will be applied to any driver contravening these instructions. See rule 15

11. EVENT POINTS

- a. Points will be awarded based on the finishing positions overall.
- b. Points will be awarded for each race as follows:

Position	Points
1 st	50
2 nd	47
3 rd	45
4 th	44
5 th	43
6 th	42
7 th	41
8 th	40
9 th	39
10 th	38

Position	Points
11 th	37
12 th	36
13 th	35
14 th	34
15 th	33
16 th	32
17 th	31
18 th	30
19 th	29
20 th	28

Position	Points
21 st	27
22 nd	26
23 rd	25
24 th	24
25 th	23
26 th	22
27 th	21
28 th	20
29 th	19
30 th	18

DNF (did not finish): **DQ** (disqualified): Zero points: **DNS** (did not start – points for last minus 1)

- c. In the event of a tie on points between drivers at the end of the event, the higher position will be awarded to the driver with the most 1st places. If the drivers are still tied, the position will be decided based on the number of 2nd places, and so on until a result is achieved.
- d. In the unlikely event of a tie on the basis of each driver's best 2 results, the driver with the fastest lap over the 2 races will be awarded the higher position.
- e. Trophies for 1st, 2nd and 3rd will be awarded to the top 3 finishing teams in each class.

12. CHAMPIONSHIP POINTS

- a. Championship points will be awarded for each race as follows
- b. Each driver's best 16 results from the 22 rounds will count towards the championship.

Position	Points
1 st	50
2 nd	47
3 rd	45
4 th	44
5 th	43
6 th	42
7 th	41
8 th	40
9 th	39
10 th	38

Position	Points
11 th	37
12 th	36
13 th	35
14 th	34
15 th	33
16 th	32
17 th	31
18 th	30
19 th	29
20 th	28

Position	Points
21 st	27
22 nd	26
23 rd	25
24 th	24
25 th	23
26 th	22
27 th	21
28 th	20
29 th	19
30 th	18

DNF (did not finish): DQ (disqualified): Zero points: DNS (did not start)

- c. In the event of a tie on points between drivers at the end of the season, the higher position will be awarded to the driver with the most 1st places. If the drivers are still tied, the position will be decided based on the number of 2nd places, and so on until a result is achieved.
- d. In the unlikely event of a tie on the basis of each driver's best 16 results, the driver with the higher race position in the first round in which either driver competed will be awarded the higher position.

13. FLAGS

Drivers must observe the following flags whilst on the circuit. Penalties will be given to drivers who ignore these signals. **Ignoring the black flag will increase the penalty by 10 seconds each lap.**

Union Flag/Lights	Race start
Red	Race stopped. Slow down and be prepared to stop on any section of the circuit where directed. See rule 16.
Yellow	Incident ahead. Raise hand and slow down. No overtaking allowed until the incident has been passed. See rule 14.
Red/yellow striped	Caution: slippery surface.
Green with yellow chevron	False start. Cease racing and re-commence rolling-up procedure.
Black/white diagonal	Driver warning for contact, kerbing, etc.
Black	Penalty flag. Return to pits for stop/go penalty, minimum 20 seconds.
Black with orange circle	Mechanical failure. Return to pits.
Blue	Driver about to be lapped. Give way to competitors. Note: Blue flags will not be used in this series.
Chequered	End of qualifying/race. Return to pits or where directed.

14. YELLOW FLAGS

- a. **DRIVERS ARE EXPECTED TO ACKNOWLEDGE THE YELLOW FLAG BY RAISING THEIR HAND AND SLOWING DOWN. THIS HELPS TO PROTECT DRIVERS AND MARSHALS IN THE VICINITY OF YELLOW-FLAG INCIDENTS.**
- b. Any driver failing to acknowledge a yellow flag will receive a stop/go penalty. This rule applies during practice, qualifying and the race.
- c. Drivers should be aware that a yellow flag may be covering multiple incidents between two manned marshals' posts.
- d. Should a driver overtake under a yellow flag and realise the mistake, that driver may decelerate and signal for the other driver to re-pass immediately. It is incumbent on the other driver to re-take the position, or the first driver is at liberty to carry on racing without penalty.

15. PENALTIES

The following penalties will be applied by the Clerk of the Course, his deputy or assistants.

- a. **Gaining a single place advantage as a result of contact with another kart:**
 - Four position deduction.
 - 2nd offence in race**
 - Black Flag – 10 Second Stop/Go penalty (20 second Stop/Go for Buckmore events)
- b. **Contact driving by forcing another driver to run wide and compromising the offended driver's position:**
 - Four position deduction.
- c. **Gaining an advantage by contact which results in and is responsible for a driver(s) coming to a halt:**
 - Black Flag – 10 Second Stop/Go penalty (20 second Stop/Go for Buckmore events)
- d. **Gaining an advantage by contact which results in multiple karts coming to a halt. This applies if the offending driver also comes to a halt:**
 - Black Flag – 40 Second Stop/Go penalty
- e. **Knocking over a cone:**
 - One position deduction.
- f. **Overtaking under a yellow flag**
 - Four position deduction for each position gained.
- g. **Losing control and spinning under a yellow flag. Including hitting a stationary kart.**
 - Two position deduction
- h. **Excessive kerbing. After two warnings:**
 - Two position deduction.

- i. **Deliberate use of contact. After two warnings:**
Two position deduction.
- j. **Speeding under yellow flags**
Two position deduction.
- k. **Deliberately forcing another driver off the circuit:**
Black Flag (0 points) for the race in which the offence was committed
- l. **Omitting any part of the circuit:**
One lap deduction.
- m. **Deliberately blocking other drivers from overtaking, i.e. changing direction more than once on any one straight:**
Exclusion at the end of the race (0 Points) for the race in which the offence was committed.
- n. **Abandoning a kart on circuit:**
Exclusion at the end of the race (0 Points) for the race in which the offence was committed.
- o. **Allowing kart to roll back across circuit and causing an incident after a spin:**
Exclusion at the end of the race (0 points).
- p. **Excessive weaving during rolling-up laps:**
Two position deduction.
- q. **Deliberately jumping the start:**
Two position deduction for each place gained.
- r. **Deliberately making contact with another driver after the chequered flag:**
Black flag (0 points) for the race in which the offence was committed
Note - Retaliation of any type: Black Flag (0 points) for the race in which the offence was committed and subject to a BAN from their next race.
- s. **Changing a Kart during practice or formation laps where the retired Kart is deemed race worthy by the Kart tester:**
Eight position deduction.
- t. **Exceeding track limits. After one warning: (Straight penalty during qualifying)**
2 Position deduction.
- u. **Re-joining a session or race from a stationary position and causing an incident, or compromising another drivers position.**
Exclusion at the end of the race (0 points)
- v. **Failure to follow instructions in rule 10c.**
Event exclusion (0 points for the day and no further races permitted).
- w. **Underweight.**
Exclusion at the end of the race (0 points)

16. RED FLAG PROCEDURE

- a. **In the event of a red flag, all drivers must slow to rolling-up pace and stop in SINGLE FILE where directed. NO OVERTAKING. Any drivers failing to stop in single file will be relegated to the back of the line.**
- b. Refuelling will continue in the pit lane if the fuel window is open. However, any karts in the pits will not be released on to the track.
- c. The race clock will continue to run throughout the red flag incident.
- d. The kart leading the race overall will be identified. Any karts stopped in front of the lead kart will be sent across the timing loop to join the back of the line. The pit lane entry will be closed; these karts may not enter the pits to refuel.
- e. All karts in the pits will be released on to the circuit to join the back of the line. The pit lane exit will then close.
- f. Karts which have been involved in the incident, but have not incurred any damage, can join the back of the line. If a driver requires medical attention, a team mate can take the re-start. Any driver injured in the red-flag incident must be cleared by the paramedics prior to taking any further part in the event.
- g. Any damaged karts will be returned to the technical area. Work will not commence until the green flag has been dropped to signal the re-start.
- h. Once all the above procedures have been carried out and all the karts are in single file, the timing loop will be de-activated.
- i. **YELLOW** – Karts will be started in single file and must circulate using the full circuit, unless directed otherwise, at rolling-up pace.
- J. Once all karts are circulating in single file, the pit lane entrance and exit will re-open and karts will be permitted to refuel, if the refuelling window is open. Karts exiting the pits must join the back of the line, and may not overtake the pace kart (if present) or one another. The pit lane exit will temporarily close each lap as the main pack passes, to prevent karts joining the middle of the field.
- k. **GREEN** – Once the Clerk of the Course is happy to re-start the race, the timing loop will be re-activated on the re-start rolling-up lap. When the green flag is dropped, racing will re-commence. Karts may not overtake until they have crossed the start/finish line at which the green flag is being waved.
- l. Teams are reminded that there will be winners and losers in red-flag situations. These rules are in place to make it as fair as possible for all teams.

17. MOTORSPORT UK BLUE BOOK 2019

These rules and regulations are written with the intention of fair play to all of **Club100's** competitors. Any further regulations, where required, will be implemented in line with the Motorsport UK Karting Blue Book 2019 where possible.

18. TRANSPONDERS

- b. Upon registration, each driver will be issued with a timing transponder, which is to be fixed to his or her allocated kart before each race. It is the sole responsibility of each driver to look after and ensure correct fixing of the transponder to his or her allocated kart.
- c. Drivers who forget to fit the transponder to their kart will run the risk of scoring no points for that race.
- d. Drivers not fitting their transponder correctly to their kart and subsequently losing the transponder on circuit will score no points for that race.

- e. Drivers racing with the incorrect transponder fitted to their kart will score no points in that race.
- f. Any driver who loses or misplaces their transponder whilst in their possession will be charged the full value rate of £260 plus VAT.