

## 1 SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction: The 2021 British Superkart Grand Prix is organised by Motorsport UK and supported by Superkarting UK ('the Organiser'), in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), the Motorsport UK Karting Yearbook and these Supplementary Regulations.

Motorsport UK Permit Number(s): 120456 Status: National

Donington Park Track Licence Number: R/2021\_016

Donington Park Track Length: 4,003 metres with a maximum grid of 60

### 1.2 Officials:

1.2.1 Secretary of the Meeting: Cheryl Lynch - [britishsuperkarts@motorsportuk.org](mailto:britishsuperkarts@motorsportuk.org)

- **Contact: Terry Bateman - 07831 854896**

1.2.2 Chief Scrutineer: Sue Bateman

1.2.3 Stewards of the Meeting: TBA

1.2.4 Race Director: Terry Bateman

1.2.5 Clerk of the Course: Gordon Cuthill

1.2.6 Chief Timekeeper - TBA

1.2.7 COVID-19 Officer: Anne Hawley

1.2.8 Judges of Fact

The nominated Officials are Judges of Fact in respect of the following:

- For vehicle eligibility, the Chief Scrutineer
- For noise readings, the Environmental Scrutineer
- For number of laps completed, the Chief Timekeeper
- For race starts the Starter and Assistant Starter; and
- For track limits the Race Director, Clerk of the Course and appointed Observers

### 1.3 Competitor Eligibility:

1.3.1 Entrants must be in possession of a valid Motorsport UK Entrants licence.

1.3.1.1 Competitors under the age of 18 must be accompanied by the holder of a Kart PG Entrant's licence who must sign on as Entrant of that Competitor.

- 1.3.1.2 A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation for participants in the Event and receiving financial reward where the principal is not also the PG Entrant licence holder:
- 1.3.1.2.1 The Team will:
- (a) hold a Motorsport UK Entrant licence;
  - (b) have at least £2 million Public Liability Insurance;
  - (c) uphold the General Regulations including values of the Race'n'Respect Code;
  - (d) act in a professional manner;
  - (e) be responsible for carrying out and documenting a risk assessment of their activities;
  - (f) adhere to the Motorsport UK Safeguarding Policy;
  - (g) attend all Drivers Briefings; and
  - (h) nominate one member of the Team as the Team Representative at each meeting.
- 1.3.1.2.2 It is recommended the Team has:
- (a) a designated team member as an L2 qualified coach; and
  - (b) a designated UKAD Certified Advisor.
- 1.3.2 Drivers and Entrant/Drivers must be in possession of a current Motorsport UK Kart National Competition Licence (endorsed valid for Long Circuit), as a minimum and with at least 4 signatures from the Clerk of the Course for having competed on long circuit and no longer considered a long circuit novice:
- 1.3.2.1 or be in possession of the highest grade of national Kart licence or valid CIK-FIA International Licence, together with their ASN's written consent (H.25.2.1, H.25.2.1(f) and FIA ISC Article 2.3.7.b applies).
- 1.3.2.2 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 Event requires absence from school, drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school, to fulfil registration of the Event, and this must be presented to the Secretary of the Meeting prior to the Event.
- 1.3.2.3 for any Driver under 18 years of age accompanied by anyone other than their parent or legal guardian a valid DBS certificate is required and be available to be evidenced (having been obtained via Motorsport UK) for:
- a) The Team Principal;
  - b) The Engine Preparer (if attending the Championship meetings); and or
  - c) The Mechanic (where not the licensed PG)
- 1.3.3 All necessary documentation, including appropriate licence must be present at the Event and be presented for checking when requested by an official of the Meeting;
- 1.3.3.1 Competitors details will be held on the Motorsport UK Database and will be subject to all of [BRSCC](#), [Superkarting UK](#) and the [Motorsport UK GDPR](#).

## 1.4 Entries

- 1.4.1 The Grand Prix Entry Fee is £345 per driver, per class (VAT exempt).

- 1.4.1.1 Entries open on the 17<sup>th</sup> February 2021 and must be made [via the on-line registration system](#):
- (i) entries will close at noon 10 days prior to the meeting;
  - (ii) 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 £50 (VAT exempt);
  - (iii) 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 forfeit;
  - (iv) the fee will be forfeit for any withdrawal received during the late entry period up to and including the commencement of the meeting; and
  - (v) the minimum entry for each class is 10.
- 1.4.2 Entries will be acknowledged upon receipt of the submitted entry and payment.
- 1.4.3 Once you have submitted and received an accepted entry withdrawals will only be permitted when made prior to the closing date for that meeting as per 1.4.1 above.
- 1.4.4 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries [via the on-line entry system](#).
- 1.4.5 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Organiser receives the missing or corrected information or fee; and
- 1.4.5.1 acceptance of entry will be provided once the Organiser has validated the race number.
- 1.4.6 Any withdrawal of Entry or changes made after acceptance of any entry must be notified to the Organiser in writing. D.25.1.13 applies.
- 1.4.7 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.
- 1.4.8 Reserves will be listed in the Final List of Entries published with Final Instructions or in an Event Bulletin.
- 1.4.9 The maximum entry for the meeting is 60 and entry will be accepted on a first come first serve basis.
- 1.4.10 An Entry made to the Event is a Declaration of conformity by the Entrant in respect of participant and kart and PPE eligibility for the Event. Any breach of declaration shall be the subject of disciplinary action. See Art. 4.2 below.
- 1.4.11 Drivers race numbers:
- 1.4.11.1 Numbers 1-10, GP, are reserved for the 2019 British Championship and 2019 Grand Prix winning drivers.

1.4.11.2 will be allocated and confirmed at acceptance of entry.

1.4.12 Personal images. The Organiser may:

1.4.12.1 film the meetings and make the images public and / or;

1.4.12.2 record the Stewards' judicial hearings which imagery would 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 meeting all necessary permissions for use and publicity of personal images by the Organiser are granted.

## **2. RACE PROCEDURES**

The timetable for the meeting will be announced in any Final Instructions issued prior to the meeting. The race day form for each class will be:

- a 12 minute Free Practice session;
- a 12 minute Timed Qualifying session;
- two Heats of 12 minutes duration; and
- a Final Race of 12 minutes duration

### **2.1 Briefings**

It is mandatory for all Drivers, Team Managers and PG's to attend all Drivers Briefings unless digital briefings are being used.

### **2.2 Pre-Race Scrutineering**

2.2.1 Pre-Race Scrutineering will be by way of self-declaration.

### **2.3 Parc Ferme**

2.3.1 Parc Ferme will be in operation 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. If the latter that will still take effect as an official bulletin.

2.3.1.1 Access to Parc Ferme will only be permitted to the driver and one mechanic for the specific class;

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

2.3.2 Pre-Assembly Area

Only the driver and no more than 2 mechanics per driver will be permitted access.

### **2.4 Timed Qualifying**

2.4.1 All classes will be provided a Timed Qualifying session and each driver must participate in their designated group.

2.4.1.1 The schedule for the Timed Qualifying groups will be posted on the Official Notice Board and/or detailed in the Final Instructions. It is the Competitor's

responsibility to ensure they are aware of any changes to their designated groups.

2.4.1.2 Should any driver miss their designated group they will not be permitted to join another.

2.4.2 The results from Timed Qualifying will dictate grid positions for your first race "Heat 1".

2.4.3 Timing will commence when the green flag is shown.

2.4.4 As soon as the driver exits to the paddock area their session has ended and re-entry to the track is not permitted.

## **2.5 Grid**

2.5.1 The maximum grid will not exceed that permitted by the track licence.

2.5.2 The grid for your second Race "Heat 2" will be formed by the drivers fastest lap in Heat 1, unless otherwise stated in any Final Instructions.

2.5.2.1 the Clerk of the Course may permit any non-finisher of Heat 1 to participate in Heat 2.

2.5.3 After completion of the heats an intermediate classification will be issued;

2.5.3.1 All drivers classified will automatically qualify for the Final;

## **2.6 Races**

2.6.1 The Race Director/Clerk of the Course, in consultation with the Stewards of the Meeting, may amend race duration:

2.6.2.1 any change will be published on the Official Notice Board prior to the race.

## **2.7 Starts**

2.7.1 Starts will be in accordance with U.7.6.3 of the Motorsport UK Yearbook.

2.7.1.1 The pole position driver may be penalised if the speed is considered to be too fast or too slow.

2.7.1.2 Penalties may be imposed on any driver considered to have broken formation prior to the start signal.

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

2.7.3 All karts will form up in the assembly area prior to the start, in formation as specified on the grid sheet.

2.7.4 The Clerk of the Course will communicate with the start line officials, in order that the start may be given or karts may be brought to a halt on the grid by showing of the red flag for the race to be restarted.

2.7.5 The starting signal will be given by the extinguishing of the red lights.

- 2.7.6 Once the signal to start racing is given only then may karts break formation and overtake prior to the start/finish line.
- 2.7.7 Any breaches of the start procedure may give rise to a penalty i.e. gaining an unfair advantage (Appendix 1).
- 2.7.8 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK Regulation Q.12.13.2. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other karts are ahead of them, may complete the Green Flag lap.
- 2.7.9 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact.
- 2.7.10 The Organiser reserves the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.
- 2.8 Race Stops**  
In the event of a race stoppage Q.12.15 will apply.
- 2.9 End of Session**
- 2.9.1 At the end of the session karts will be directed into a designated area (Parc Ferme).  
2.9.1.1 All drivers must report to scrutineering and weighing area.  
2.9.1.2 Other than the driver and officials no person is permitted in this area until signified to do so by the Scrutineer.  
2.9.1.3 Drivers should not leave this area without the specific permission or instruction of the Eligibility/Chief Scrutineer or their Deputy.
- 2.9.2 It is recommended that any Entrant should be satisfied that the driver has been given authority to leave.  
2.9.2.1 Any driver or kart having left the area without permission will be reported to the Clerk of the Course and may be disqualified from the session, as a minimum.
- 2.9.3 The Scrutineering Declaration will be validated against the equipment used.  
2.9.3.1 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 Clerk of the Course. The minimum penalty may be disqualification from that session, in which case (C)3.5.1 will not apply.
- 2.9.4 It is the Competitors responsibility to ensure that any seal or mark is not missing or damaged.  
2.9.4.1 No seal can be replaced if the kart has left parc ferme.
- 2.9.5 The Scrutineer may seal the chassis or engine(s) and request the fitting of special nuts to the equipment for this purpose.

- 2.9.6 At any time, during the meeting, the Eligibility Scrutineer may request the removal of any component.
- 2.9.6.1 A component may be sealed and held by the Scrutineer and replaced with a standard homologated unit, by the Scrutineer, 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.
- 2.9.6.2 Unless the original part is impounded for testing the Scrutineer will return it when the replacement unit is returned.

## **2.10 Results**

- 2.10.1 Results will be issued in accordance with the Motorsport UK General Regulations.
- 2.10.1.1 provisional results will be published as soon as possible after Timed Qualifying, Heat(s) and the Final; and
- 2.10.1.2 they will be posted on the official (virtual) notice board and the location details will be provided in the Final Instructions. It is the Competitors responsibility to check the results once posted.
- 2.10.2 All results will be deemed provisional until the conclusion of any technical and/or judicial matters when they shall become final without the need for further declaration except any notification pursuant to GR H.34.1.8.

## **2.11 Scoring:**

- 2.11.1 Points will be awarded in the Heats as follows.
- 2.11.1.1 Where more than one class is gridded together each class will be disregarded for the awarding of individual class points.
- 2.11.1.2 Points will be awarded in each class in the Heats as follows:-  
1st place 25 then 2<sup>nd</sup> place 20, 3<sup>rd</sup> place 16, 4<sup>th</sup> place 13, 5<sup>th</sup> place 10, 6<sup>th</sup> place 8 then 7<sup>th</sup> 6, 8<sup>th</sup> place 5, 9<sup>th</sup> place 4, 10<sup>th</sup> place 3 and drivers classified from 11<sup>th</sup> place 2 points each.
- 2.11.1.3 Non-finishers will be awarded points according to laps completed and order of stopping and classified in that order;
- 2.11.1.4 Any driver that does not start a Heat will be classified in the position below the last classified driver, whether they present themselves to the grid or not, and in grid order if more than one; and
- 2.11.1.5 At the conclusion of the Heats an intermediate classification will be issued which will determine the grid for the Final.
- 2.11.2 If the meeting cannot be completed:
- 2.11.2.1 before Heat 1, the overall classification will be declared on the grid positions for the Heat. Should Heat 2 and/or the Final be unable to be run the Race(s) will be cancelled;
- 2.11.2.2 after completion of the first Heat, overall classification will be declared on the grid positions for Heat 2; and
- 2.11.2.3 after completion of Heat 2 overall classification will be declared on the grid positions for the Final.

## **2.12 Awards**

- 2.12.1 Trophies, for each class, will be awarded to the highest 3 classified drivers from the Final;
  - 2.12.1.1 A prize giving ceremony will normally be held within one hour of posting the provisional Final results;
  - 2.12.1.2 If a driver is personally not present for the prize giving ceremony, without the Organisers consent, they may forfeit any award; and
  - 2.12.1.3 Additional awards may be provided and will be confirmed by Bulletin.
- 2.13.3 The winning driver, in each class, will be awarded the GP plate, for 2022.
  - 2.13.3.1. Should any driver change class for 2022 they will forfeit their seeded number.
- 2.13.4 Additional awards may be made at the discretion of the Organiser.
- 2.13.7 Title to all Trophies  
In the event of any Provisional Results 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 Organiser in good condition within 7 days.

## **2.14 Timing**

- 2.14.1 Electronic timing will take place.
- 2.14.2 AMB TranX 160 or 260 transponders must be mounted upright (i.e., with 'R' clip at the top) as follows:
  - (a) from the centre line of the front axle to the centre line of the transponder will be a minimum of 290mm and a maximum of 390mm towards the rear of the kart;
  - (b) Transponders must be mounted in accordance with the manufacturers recommendations;
  - (c) it is the Competitors responsibility to ensure their transponder is fully charged and fitted correctly;
  - (d) transponders must be fitted and working throughout the whole meeting;
  - (e) any transponder not fitted upon entry to the grid may be refused access; and
  - (e) Any transponder not fitted, or not working, will result in the Competitor not being lap scored and no finishing position given.
- 2.14.3 It may be possible to hire transponders from the Organisers at a cost of £15.
  - 2.14.3.1 Should any Competitor hire a transponder and fail to return it in good working order the Organisers may seek payment for a replacement unit.

## **3 JUDICIAL PROCEDURES**

- 3.1 In accordance with Section C of the current Motorsport UK Yearbook, Appendix 1 of these Regulations and any Final Instructions.



- 3.2 Technical infringements, arising from post-race Scrutineering or judicial action subject to C.3.1.1:
- (a) the minimum action will be disqualification from the session;
  - (b) the maximum action will be disqualification from the meeting; and
  - (c) in the case of the Competitor being underweight they will be disqualified from that session.
- 3.3 By submitting an entry all Competitors, 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.
- 3.3.1 Where any reports of disrespectful conduct are judged to be well founded the Organiser may issue warnings or require remedial actions and/or report the matter to the Meeting Stewards who may impose appropriate penalties and referral to Motorsport UK.
- 3.4 Video  
Where available the Organiser will be using CCTV. The footage will be used by the Organiser for judicial purposes.

## 4 TECHNICAL REGULATIONS

### 4.1 Classes

The Event is open to the following classes. Karts must comply with Motorsport UK Kart General, Technical and Safety Regulations and Class regulations as listed in the 2021 Motorsport UK Yearbook, Motorsport UK Karting Yearbook and Motorsport UK website for Class Regulations, these Regulations and any Final Instructions.

- i. Division 1
- ii. Formula 450N
- iii. Formula 250N
- iv. Formula 125

- 4.1.1 **Head rest.** All seats must incorporate a head rest.
- 4.1.2 **Ballast.** It is prohibited to attach ballast to the seat, but only to the main tubes of the chassis frame, or to the floor tray and always with at least two bolts of a minimum diameter of 6mm.
- 4.1.3 **Bubble shield.** Should the bubble-shield be a separate structure, its maximum width will be 500mm and the width of its fixing frame will be 250-300mm.
- 4.1.4 **Intake silencer.** The intake silencer must be either CIK homologated or Motorsport UK approved for the class (including previous ABkC registrations), and can be fitted to face forward or rearward.

4.1.4.1 In all classes except Division 1, all air entering the intake silencer must do so without the addition or proximity of any device that may direct an increased flow of air from the forward movement of the kart towards the inlet.

4.1.5 **Number plates.** As U17.26. It is permitted for the rear number plate to be min. 22cm x 22cm

## 4.2 Scrutineering Declaration

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

4.2.1.1 if a competitor wishes to use or have access to more than a single set of overalls or other personal protection equipment then it must be declared on the scrutineering declaration and presented at pre-event scrutineering;

4.2.1.2 it is the sole responsibility of the Competitor to complete this scrutineering declaration correctly;

4.2.1.3 where seals are used to seal the chassis and/or engines the seal numbers must be detailed alongside the individual engine and chassis numbers on the declaration and must be correct;

4.2.1.4 both the driver and their Entrant, if any, must agree to the declaration;

4.2.1.5 the scrutineering declaration(s) must be made prior to the meeting and will be available to the Scrutineer during pre-event scrutineering;

4.2.1.5.1 no changes to the scrutineering declaration will be permitted upon commencement of Timed Qualifying for that class; and

4.2.1.6 failure to lodge the completed scrutineering declaration will be reported to the Stewards of the Meeting and may incur a penalty;

4.2.1.7 The scales and check weights provided for Competitors' use are deemed to be correct on the day;

4.2.1.8 Noise is a particular concern at any venue, and noise readings will be taken during the meeting;

4.2.1.8.1 any kart exceeding the class limit will be shown the mechanical flag and must leave the circuit and remain in parc ferme until permitted to leave;

4.2.1.8.2 engines must not be run outside the times which will be detailed in the Final Instructions.

## 4.3 Equipment Identification

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

## 4.4 Tyres

4.4.1 Only the Event nominated tyres may be used which must be purchased from the nominated supplier:

[Hoosier](#) – R60B SK Slick @ £175.00 per set plus VAT ('race tyres')

– W3 Wet @ £182.00 per set plus VAT ('wets')

- [Dunlop](#) - DES, DFS or DGS Slick @ £182.50 per set plus VAT ('race tyres')
- KT14 Wets @ £186.00 per set plus VAT ('wets')

- 4.4.1.1 When ordering your tyres you will need to provide your confirmed race number which will be used to validate the tyres at scrutineering.
- 4.4.2 Two sets of race slick tyres may be purchased for the meeting:
  - 4.4.2.1 These sets of race tyres are the only sets permitted for use during Timed Qualifying and Races.
    - (i) If the session is declared wet only registered wets may be used;
    - (ii) Only new or the drivers previously marked 2021 British Superkart Championship race tyres may be used.
  - 4.4.2.2 For Free Practice tyres are open.
- 4.4.3 At allocation/pre-event scrutineering tyres may be barcoded or marked and recorded;
  - 4.4.3.1 it is the Competitors responsibility to ensure that the tyre barcodes or marks have been correctly recorded;
  - 4.4.3.2 the barcodes or marks must remain in place and readable at all times during the meeting; and
  - 4.4.3.3 in the event that a barcode or mark is missing or unreadable the Competitor must present the tyre to the Scrutineer.
- 4.4.4 Tyres may be tested by the officials at any time and samples taken for analysis (D.36.1-36.3).
- 4.4.5 A photo-ionization detector may be used to check for chemical treatment;
  - 4.4.5.1 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.)
- 4.4.6 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.
  - 4.4.6.1 Failure to do so will be treated as an environmental breach and subject to disciplinary action.

## **4.5 Chassis**

- 4.5.1 Only one chassis is permitted;
  - 4.5.1.1 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 and type for scrutineering in order to continue.

## **4.6 Engines**

- 4.6.1 A maximum of two engines may be registered.

## 4.7 Fuel

- 4.7.1 Only the class/Championship nominated fuel may be used which must be purchased from the nominated supplier [Vital Equipment](#);
- a) The control fuel specification maximum 102 RON (102 octane) in accordance with 2021 CIK-FIA Technical Regulations;
  - b) Hiperflo 250 @ £3.01 per litre in 25 litre cans (plus VAT)
- 4.7.1.1 the total fuel tank capacity must be a maximum of 19 litres. It is mandatory to place it between the main tubes of the chassis frame, ahead of the seat and behind the rotation axis of the front steering. Side tanks are not permitted; and
- 4.7.1.2 all fuel cans must be removed from the venue by the Competitor when vacating at the conclusion of the Event.
- (i) Failure to do so will be treated as an environmental breach and subject to disciplinary action.
- 4.7.2 The Eligibility Scrutineer may request at any time during the meeting that a Competitors fuel is to be replaced under supervision;
- 4.7.2.1 the replacement fuel will be provided by the Scrutineer for use for the remainder of the meeting; and
- 4.7.2.2 the Competitor will be invoiced for this fuel and the Competitor shall settle any invoice delivered within 14 calendar days of the date of the invoice.
- 4.7.3 It is mandatory for a minimum of 1 litre of fuel to be available at the end of the session (U.16.18).
- 4.7.4 Comparison testing for fuel and/or additives may be carried out during the meeting in accordance with D.34;
- 4.7.4.1 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
- 4.7.4.2 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.

## 4.8 Analysis, Comparison or Eligibility Checks

- 4.8.1 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 Organiser to carry out any tests or eligibility procedures;
- 4.8.1.1 Failure to refund the Organiser upon written request within 14 days of the request is considered a breach of C1.1.13 and may result in licence suspension by Motorsport UK.

## 5 COMPETITOR OBLIGATIONS

- 5.1 Competitors may be required to:
  - 5.1.1 display sponsors' stickers which will be provided by the Organiser on their karts and visors;
  - 5.1.2 remove decals/stickers etc. which are considered to conflict with the Event and/or the sponsors';
  - 5.1.3 take part in promotional activities including prize giving and any press conference; and
  - 5.1.4 attend any scheduled briefings or other meetings called by the Officials or Organisers during the meeting.

### 5.2 Conduct

- 5.2.1 Competitors are responsible for any accompanying persons all of whom must honour the Race'n'Respect code and the conduct obligations required by the General Regulations and must be respectful to the meeting officials.
- 5.2.2 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.
- 5.2.3 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 Pits

- 5.3.1 Pit space is limited and Competitors must park in a sensible orderly fashion and as directed by the officials; and
    - 5.3.1.1 Competitors must move if requested to do so by the Officials or Organising Club.
  - 5.3.2 Only drivers holding a full RTA licence and are insured for the vehicle are permitted to drive within the confines of the facility; and
    - 5.3.2.1 breaches may lead to a penalty, up to and including disqualification from the circuit.
  - 5.3.3 Paddock speed limit is 10mph.
  - 5.3.4 All generators must be switched off by 11pm and not switch on again until 7am.
  - 5.3.5 Any driver or persons connected with a driver found to have caused damage to any property or the surrounding areas, or on the circuit, will be banned from the circuit and may be disqualified from the Event. This also applies to anyone trespassing on surrounding areas
- 5.4 All Organiser and Official Instructions must be adhered to at all times.

## 6. Contacts:

Terry Bateman - [terry@superkarting-uk.com](mailto:terry@superkarting-uk.com)  
[britishsuperkarts@motorsportuk.org](mailto:britishsuperkarts@motorsportuk.org)

BRSCC - [paul@brscc.co.uk](mailto:paul@brscc.co.uk)

### Tyres

Hoosier Tyres – Viper Racing UK  
Telephone: +44 (0)161 343 2009  
Email: [sales@viper-racinguk.co.uk](mailto:sales@viper-racinguk.co.uk)

Dunlop – Anderson Karts  
Telephone: +44 (0)1977 603838  
Email: [enquiries@andersonkarts.com](mailto:enquiries@andersonkarts.com)

### Fuel

Vital Equipment - <https://www.vitalequipment.co.uk/>  
Telephone: +44 (0)1981 241169  
[info@vitalequipment.co.uk](mailto:info@vitalequipment.co.uk)

### Useful links:

[Motorsport UK Yearbook](#)

[British Superkart website](#)

### Venue

[Donington Park](#)

Published

## Penalties

- Level 1 - Verbal warning (no points on licence)
- Level 2 - Formal (written) warning (2 points on licence)
- Level 3 - Fine, Time, Place or Lap penalty (3 points on licence)
- Level 4 - Disqualification from Free Practice, Timed Qualifying or Race (4 points on licence)
- Level 5 - Disqualification from Championship meeting (6 points on licence)
  - The Stewards may also impose immediate 30 day licence suspension

<b>Regulation Breach</b>	<b>Penalty</b>
C2.3.2 – Gaining an unfair advantage	Level 1 - 3
C1.1.5 – Driving in a manner incompatible with general safety	Level 1 - 4
C1.1.5 – Aggravated Driving incompatible with general safety	Level 4 - 5
C1.1.6 – Contravention of flag signal prior to race	Level 1 - 3
C1.1.6 – Contravention of flag signal during race	Level 1 - 4
C1.1.6 – Contravention of technical flag (Twice)	Black Flag
C1.1.6 – Ignore Black Flag more than once	Level 2 - 5
C1.1.9 – Abusive Language, Behaviour and/or Assault	Level 2 - 5
H33.1.3 - Failure to attend drivers briefing	£50 - £185
H33.1.4 - Failure to obey official of meeting	Level 4 - 5
C3.1.1 – Scrutineering non-compliance report (no licence points)	Level 4 - 5
U17.29 – Under weight (no licence points)	Level 4 - 5
U8.1 - Failing to report to scrutineering (no licence points)	Level 4 - 5
Q14.4.2. – Track Limits (race)	Level 1 - 4
Q14.4.2. – Track Limits (Timed Qualifying)	Lap(s) DQ

The above list is not exhaustive.

## APPENDIX 2

# 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



## 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

## 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

## THE TEAMS' COMMITMENTS

### *WE -*

- Accept that racing is primarily about enjoyment
- Will not put pressure on young racers to achieve results
- Will recognise that junior racing is about skill acquisition, not about winning events and championships
- Will never speak or behave inappropriately
- Will encourage all racers to respect the rules and the authority of the officials
- Will never encourage a racer to break or bend the rules, nor to drive in a manner that could cause injury to themselves or others
- Recognise that this is not Formula 1