



**BRITISH UNIVERSITIES KARTING CHAMPIONSHIP**

## **BUKC GRADUATES CHAMPIONSHIP 2019**

### **RULES AND REGULATIONS**

## **1. CHAMPIONSHIP**

### **1.1. OVERVIEW**

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The 2019 BUKC Graduates Championship will consist of 5 race days between April and October 2019. The championship has been designed for drivers who have raced in the BUKC and have since graduated. Only drivers who have graduated since 2015 may race in the Championship.

The Championship is a team based championship and a maximum of 35 teams will be allowed at each event.

Each race day of the Championship will consist of 6 x 20 minute races with the best 5 races counting toward the final day's score.

### **1.2. SIGNING ON / LATE ARRIVALS**

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1.2.1. Arrival for all race days unless indicated otherwise will be at 12.30pm.

The briefing, unless indicated otherwise, will start at 1pm.

1.2.2. Teams that are not present and FULLY SIGNED ON in their entirety at the start of briefing may be refused entry into the race day. No refund will be given.

Teams should ensure that they should have enough time spare to deal with potential traffic problems.

## 2. ELIGIBILITY

### 2.1. TEAM CONSTITUTION

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- 2.1.1. Teams must be made up of at least 2 drivers and at most 4 drivers at each event.
- 2.1.2. Drivers must only compete for one team at each race day except as defined in rule 2.5.
- 2.1.3. Drivers may switch between teams between race meetings.
- 2.1.4. In general teams may consist of drivers who have graduated from up to 2 different universities. For example graduates from Imperial College and Sheffield University may join together to make a team. However exceptions to this rule will be considered and it is up to the discretion of Club100.

### 2.2. UNIVERSITY GRADUATION STATUS

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- 2.2.1. All drivers for each team must have graduated from university in 2015 or later and have raced in the BUKC in 2015 or later.
- 2.2.2. Drivers who failed to graduate from university (i.e. dropped out) will still be eligible to race in the Championship, so long as they can prove they raced in the BUKC in 2015 or later.
- 2.2.3. Those who cannot prove that they raced in the BUKC will be refused entry into the event. No refund will be given, and the team may not be eligible for points if it can't find a suitable replacement driver from their university. See Rule 2.4.

### 2.3. MINIMUM WEIGHT

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- 2.3.1. All drivers must weigh at least **80kg** with all of their karting gear on. We strongly recommend that all drivers weigh up to 1kg over the 80kg weight threshold.
- 2.3.2. Competitors who fail to reach the minimum weight threshold can add lead ballast to the kart and / or attach lead ballast to a seat insert. Drivers may only add up to 14kg of lead ballast to the kart (which must be securely fastened to the specific weight posts on the Club100 karts). Drivers may use as much lead flashing attached to a seat insert as required so long as it is deemed safe by Club100. For more information contact Club100 Racing.

Any ballast attached to the karts' ballast poles must confirm to the following specifications and limitations:

- All ballast must be lead or steel material
- Cast iron is not permitted
- The use of dumbbells is not permitted
- The diameter of the central hole drilled must not exceed 15mm
- The diameter of the ballast pieces must not exceed 120mm

- 2.3.3. Weight inspections can be carried out at any time.
- 2.3.4. Failing to meet the minimum weight threshold during a weight inspection will result in disqualification of that driver from that race. A DNF will be recorded in this situation and no points will be awarded to the team.
- 2.3.5. Drivers using ballast that does not conform to the specification defined in 2.3.2 may be disqualified from that race. A DNF will be recorded in this situation and no points will be awarded to the team.

## **2.4. RESERVE DRIVERS**

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- 2.4.1. If a team is in need of a driver, then Club100 must be informed before the briefing.
- 2.4.2. Club100 will attempt to find a reserve driver from another team (or otherwise) who is willing to drive for the team as long as the reserve driver satisfies the requirements set out in Rule 2.2.
- 2.4.3. The reserve driver will be regarded as Not Eligible for Points.
- 2.4.4. Teams who have a driver that is Not Eligible for Points will not be awarded any points for any races that the driver who is Not Eligible for points races in.

## **2.5. NON UNIVERSITY TEAMS**

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- 2.5.1. Teams consisting of entirely non-university members may also race in the championship at the discretion of the Club100.
- 2.5.2. Such teams will not be eligible to receive any Championship points.

## **2.6. EVENT CANCELLATION**

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- 2.6.1. Should it be necessary for any championship round to be cancelled for whatever reason prior to the start of the event, the organisers will endeavour to allocate an alternative date and/or venue. Any substituted round will count towards the championship.
- 2.6.2. Should it be necessary to abandon an event for any reason, such as adverse weather conditions, the results will be taken to the last race that resulted in equal races being run and championship points will be awarded accordingly. In this case, partial refund or an alternative date to complete the meeting will not be offered.

## 3. SPRINT RACE FORMAT

### 3.1. OVERVIEW

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- 3.1.1. To take the form of six 20 minute races known as Sprint-Races.
- 3.1.2. No driver changes are allowed during any Sprint-Race.
- 3.1.3. Points are added up from each race to determine the finishing positions of the team for that Round.
- 3.1.4. Club100 reserve the right to amend the duration of the sessions and races at any time.

### 3.2. FORMAT SPECIFIC RULES

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- 3.2.1. No driver changes are allowed during a Sprint-Race.
- 3.2.2. Refuelling is not required during a Sprint-Race.
- 3.2.3. Each driver of a team must compete in at least one Sprint-Race and a maximum of 5 Sprint-Races.

### 3.3. QUALIFYING/GRID POSITIONS

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- 3.3.1. A grid generator program determines grid positions for the Sprint-Race Format.
- 3.3.2. The program is designed to give each team the same grid position on average over 6 races as every other team.

### 3.4. POINTS ALLOCATION

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- 3.4.1. Points will be awarded per Sprint-Race in the exact same way described by Rule 6. These points shall be known as Sprint-Race Points.
- 3.4.2. The finishing positions for a round will be worked out according to the accumulative total of the points allocated to the team's best 5 Sprint-Race results.
- 3.4.3. In the event of a tie on Sprint-Race Points between teams at the end of the Sprint-Race Format Round, the higher placed team shall be the team with the most first places among their best 5 Sprint-Race results. If the teams are still tied, we go to second places of their best 5 Sprint-Races, and so on until a result is achieved. In the unlikely event of a tie at this point, the team with the fastest lap taken from all the lap-times of the 6 Sprint-Races will be the winner. If in the extremely unlikely event that two or more teams have the same fastest lap time across the 6 races, the result will be determined by an arm wrestle with the rules to be determined by Club100 on the day.

*The reason why the result of the dropped race is not counted in a tie situation is because the aim of dropping a race is to account for bad luck / crash damage / poor kart. If a poor result was caused because of one of these factors then it wouldn't be appropriate to*

*use that result in a tie situation. Instead the best lap from that dropped race can be used as well as the best laps from the other 3 races to work out which team should be placed higher.*

3.4.4. Championship points for the Sprint Format Round(s) will be awarded as described in Rule 4.

## 4. POINTS ALLOCATION

Points will be awarded per Round and per Race as follows:

Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	60	59	58	57	56	55	54	53	52	51
Position	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th
Points	50	49	48	47	46	45	44	43	42	41
Position	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th
Points	40	39	38	37	36	35	34	33	32	31
Position	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th
Points	30	29	28	27	26	25	24	23	22	21
Position	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th
Points	20	19	18	17	16	15	14	13	12	11
Position	51st	52nd	53rd	54th	DNF					
Points	10	9	8	7	0					

## 5. RACE PROCEDURE

### 5.1. BEFORE THE RACE / QUALIFYING SESSION

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- 5.1.1. The karts are randomly allocated. Teams may not select their own karts.
- 5.1.2. Prior to each race / qualifying session, teams should check the following items on the kart allocated to them in the pit lane:
- Fuel
  - Tyres & Rims
  - Plug Cap
  - Exhaust & fittings
  - All steering components
  - Chain (for tension)
  - Seat Stays
  - Seat
  - Nose Cone
  - Side Pods
  - Front and Rear Bumpers
  - Brakes
  - Accelerator and associated cables.
  - Radiator and mountings

### 5.2. PRACTICE

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- 5.2.1. Practice will precede each of the first 3 races and will be a minimum of 3 laps.

Rule 5.2.4 applies to kart changes during these practice laps.

If a driver makes the change after the chequered flag that marks the end of the practice laps, then they will not be allowed to re-test their kart. They will have to join the pack and then pick up the grid position without re-testing their kart.

Once competitors receive the chequered flag they should form up behind the Pace Kart that will then be on the circuit.

Competitors should then take up their correct grid positions during the subsequent rolling up laps.

- 5.2.2. Once a team starts the race, it will be assumed that they are satisfied with the performance of their kart.
- 5.2.3. Karts are hand built therefore each and every kart will be different. Drivers should explore the handling capabilities of their kart during practice.

- 5.2.4. During practice, if a driver finds a **serious** problem with their kart, they may return to the pits whereupon they will be allocated another kart, **if** one is available. Only one kart change per race will be allowed, but should the replacement kart have a serious engine problem (**NOT handling**) then a second change can be made. **However, if the kart testers find that the original kart was acceptable, then that driver will be given a DNF for that particular race.**
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### 5.3. ROLLING UP / GRID FORMATION

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- 5.3.1. Grid formation for each race will be 2 by 2.
- 5.3.2. It is the responsibility of every driver to start in his or her correct grid position. Drivers who are out of place and higher up on their side of the grid than they should be and who do not make every effort to signal to other drivers to pass will be penalised by means of a black flag after the race starts. All drivers who are out of position should raise a hand as high as possible to signal to the Starter that they are out of position.
- 5.3.3. Drivers must always follow the path of the leading pace kart unless directed otherwise by Club100. Any driver who breaks away from the path of the pace kart, such as cutting through a cut through in an effort to get some free space to warm up the kart will be penalised by means of a black flag after the race starts.
- 5.3.4. If a driver spins during rolling up laps, the driver must start from the back of the grid. The Starter may start the race without them.
- 5.3.5. Drivers in trouble should also raise a hand and return to the pits as soon as possible. Furthermore, following drivers may overtake competitors obviously in trouble i.e. significantly not keeping up with the pack.
- 5.3.6. The pole-man will control the pace as the pack approaches the start line. The pole-man must not accelerate until the green lights are shown on the eFlag or, if the eFlag is not being used, until the union jack flag is waved.
- 5.3.7. No other driver may overtake the pole man before the start line.

### 5.4. SPINNING OFF / STALLING

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- 5.4.1. If a driver loses control and subsequently goes into a spin, he/she **MUST** apply the brake immediately to 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 7.
- 5.4.2. 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 7.

5.4.3. 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 7.

## 5.5. KART MALFUNCTION

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5.5.1. During the race, teams suffering the following circumstances will be allocated another kart if there is one available:

- Engine seizure
- Complete ignition unit failure
- Complete carburettor failure,
- Complete brake failure (unless sustained by driver error)
- Complete failure of a major mechanical component (unless sustained by driver error)

5.5.2. No replacement kart will be immediately allocated to a team that becomes involved in any accident, either sole or multiple, that renders the kart broken. See Rule 5.7.

## 5.6. RACE FINISH

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5.6.1. To be classed as a finisher, the kart must cross the line with the driver correctly seated, and the engine providing the motive power.

5.6.2. After the chequered flag has fallen and the driver has passed the finishing line, the driver must slow down and continue round the track back to the pits as if under Yellow Flag conditions.

## 5.7. KART DAMAGE

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5.7.1. During the race, if a team sustains a broken chain, then another kart will be allocated to that team if one is available and only if the team has not received a kerb warning for that race. If a team has received a kerb warning in that race, then the team will have to wait for the kart to be repaired.

5.7.2. During the race, if a team sustains obvious crash damage other than as specified in rule 5.7.1 they will have to wait for it to be repaired.

5.7.3. If however, it is not repaired within 10 minutes, another kart will be allocated to that team.

5.7.4. Please Note: If a kart has obvious crash damage the above rule will apply regardless of fault or blame.

- 5.7.5. If the kart cannot be repaired before the end of the race then another kart will be provided.
- 5.7.6. If the driver does not complete the race a DNF will be awarded.

## 6. FLAGS

- 6.1.1. The following flags must be adhered to whilst on the circuit:

Green Lights on eFlag / Union Jack flag - Race starts

Red - Race stopped, slow down and be prepared to stop on any section of the circuit where directed. The pit-lane will remain closed until the race has been green-flagged once the incident has been cleared.

Yellow - Obstacle ahead, caution advised & no overtaking allowed until the obstacle has been passed. See Rule 6.2.

Red/Yellow striped - Caution, slippery surface ahead

Black/White diagonal - Driver warning for contact, kerbing etc.

Black - Driver excluded / Stop Go penalty, return to pits

Black/Orange circle - Mechanical failure, return to pits

Chequered - End of race or practice, return to pit or get into your grid position behind the Pace Kart, respectively.

### 6.2. YELLOW FLAGS.

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- 6.2.1. A driver should not overtake between the point of the track adjacent to a yellow flag and the incident for which the yellow flag is being waved.
- 6.2.2. During this time the driver should ease off the throttle but must not slow down so much that the kart stalls and becomes an obstacle itself.
- 6.2.3. It is advisable, but not essential, unless directed so by Club100, that each driver should acknowledge the yellow flag by raising his/her hand in the air.
- 6.2.4. All other drivers should treat the raised hand in the same way as a yellow flag and hence should not overtake.
- 6.2.5. Should a driver overtake on yellow flags and realise the mistake, it is permissible for this driver to decelerate and signal for the other driver to re-pass.
- 6.2.6. It is incumbent on the other driver to re-take his position immediately, or the first driver is at liberty to carry on racing without penalty.
- 6.2.7. It must be noted that common sense should be exercised by all drivers; for example a driver should slow down a safe distance before an incident if the yellow flag is situated in close proximity to the incident.

6.2.8. Drivers that fail to act with common sense and a decent regard for safety will be warned, then, should he/she continue to drive irresponsibly, will be black flagged.

6.2.9. Penalties, specified by Club100, will be given to drivers who ignore these signals.

## 7. PENALTIES

- 7.1. All penalties other than those which are black flags will be applied at the end of the race.
- 7.2. The Clerk of the Course has the right to make post race decisions after an inquiry.
- 7.3. A team or an individual competitor may receive an official verbal warning. Any further misconduct by the competitor may result in his/her exclusion from the event or the whole series.
- 7.4. Any Black Flag penalties (Stop / Go penalties) may not be taken on the same lap as a fuel stop.  
*To clarify, a driver must exit the pits after a fuel stop (and prior to executing a Stop Go Penalty) before re-entering the pits to receive the Stop Go Penalty OR a driver must exit the pits after a Stop Go Penalty (and prior to a fuel stop) before re-entering the pits to execute a fuel stop.*
- 7.5. Any penalty applied during the last few laps of a race which mandates that the driver return to the pits to receive a Stop Go Penalty (black flag), but which is not taken by the driver before the chequered flag is issued, will result in a 1 lap deduction penalty for that driver.
- 7.6. Any penalty applied during a practice or qualifying session will result in the driver losing their fastest lap of the qualifying session. Any subsequent penalties will result in the driver losing their 2<sup>nd</sup> fastest lap and so on. For the avoidance of doubt drivers must still return to pits for any Stop Go Penalty (black flag) and the driver will also lose their fastest lap of the qualifying session.
- 7.7. The following penalties will be applied by the Clerk of the Course, his deputy or assistants:
  - A. Changing a kart during practice or formation laps where the retired kart is deemed worthy by the kart tester:
    - **Eight position deduction**
  - B. Excessive weaving during the rolling-up laps:
    - **Two position deduction**
  - C. Making contact with or pushing the driver in front from the point of acceleration and the start line at the start of the race
    - **Eight position deduction**

- D. Gaining positions prior to the start of the race (jump starting)
- Two position deduction for each row jumped
- E. Deliberate use of contact is prohibited. After two warnings:
- Two position deduction
  - Each subsequent offence: a further 2 position deduction
- F. Gaining a single place advantage as a result of contact with another kart:
- Four position deduction
  - 2nd offence in race: Black Flag: 10s Stop/Go penalty (30s at Buckmore)
- G. Forcing a driver wide by contact and compromising the offended driver's position
- Four position deduction
  - 2nd offence in race: Black Flag: 10s Stop/Go penalty (30s at Buckmore)
- H. Contact with another kart where the offended driver(s) spins or comes to a halt.
- Black Flag: 10s Stop/Go penalty (30s at Buckmore)
- I. Contact with another kart which results in multiple karts spinning or coming to a halt.
- Black Flag: 40s Stop/Go penalty (60s at Buckmore)
- J. Deliberately forcing another driver off the circuit.
- Black flag and immediate exclusion (0 points)
- K. Deliberately blocking other drivers from overtaking (i.e. changing direction more than once on a straight)
- Exclusion at end of race (0 points)
- L. Overtaking under a yellow flag
- Four position deduction
  - 2nd offence in race: Black Flag: 10s Stop/Go penalty (30s at Buckmore)
- M. Losing control and spinning under a yellow flag or hitting a stationary kart under a yellow flag:
- Four position deduction
  - 2nd offence in race: Black Flag: 10s Stop/Go penalty (30s at Buckmore)
- N. Speeding under a yellow flag:
- Two position deduction
  - 2nd offence in race: Black Flag: 10s Stop/Go penalty (30s at Buckmore)
- O. Speeding in the pit-lane:
- Two position deduction
  - 2nd offence in race: Black Flag: 10s Stop/Go penalty (30s at Buckmore)

- P. Omitting any part of the circuit
- One lap deduction
- Q. Knocking over a cone.
- One position deduction.
- R. Deliberate or excessive use of rumble strips / kerbs is prohibited. After two warnings:
- Two position deduction
  - Each subsequent offence: a further 2 position deduction
- S. Deliberate or excessive violations of track limits is prohibited. After two warnings:
- Two position deduction
  - Each subsequent offence: a further 2 position deduction
  - Any track limit warning applied during qualifying will result in the driver losing the lap for which the track limit warning was called.
- T. Allowing kart to roll back across the circuit after a spin and causing an incident:
- Black flag and immediate exclusion (0 points).
- U. Re-joining the circuit from a stationary position (e.g. after a spin) and causing an incident compromising another driver's position:
- Black flag and immediate exclusion (0 points).
- V. Abandoning a kart on circuit
- Exclusion (0 points)
- W. Underweight or ballast does not conform to specification
- Exclusion (0 points)
- X. Deliberately making contact with another driver after the chequered flag:
- Exclusion (0 points). Note retaliation of any type: Exclusion (0 points)

## 8. GENERAL

### 8.3. SAFETY

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- 8.3.1. Suits, helmets and gloves must be worn correctly and securely. Drivers will be black flagged if they fail to comply with this rule.
- 8.3.2. Drivers must not use dark, tinted or Iridium visors at any time when floodlights are on. In such circumstances the driver may be black flagged and excluded from the rest of the race. Result DNF.

- 8.3.3. The following regulations must be adhered to when using on board cameras, with no exceptions:
- 8.3.3.1. Drivers are not permitted to mount video cameras (such as GoPros or iON action cameras) on any part of the kart or any part of the driver except for on the helmet of the driver. For example, chest mounted cameras are not permitted.
  - 8.3.3.2. All drivers choosing to use a helmet camera, must sign a 'terms of agreement' document with Club100 at the first event of the 2019 Championship at the first event for which they are used.
  - 8.3.3.3. Only helmet cameras are permitted.
  - 8.3.3.4. No cameras are to be fitted to the Kart at any time
  - 8.3.3.5. Chest mounted cameras are strictly prohibited.
  - 8.3.3.6. Camera may be fitted to the top or on the side of the crash helmet. Chin mounted cameras are permitted, but must be relatively flush with the helmet chin guard.
  - 8.3.3.7. Cameras mounted lower than the helmet chin guard are strictly prohibited.
  - 8.3.3.8. Only genuine manufacturer's camera mounts are permitted. No universal or extended mounts will be allowed.
  - 8.3.3.9. Suction mounts of any type are strictly prohibited.
  - 8.3.3.10. Cameras mounted to Club100 loaned crash helmets are not permitted.
  - 8.3.3.11. Club100 reserve the right to confiscate any on-board footage at any time during the race meeting and/or the championship.
  - 8.3.3.12. The organisers reserve the right to black flag any driver who is deemed to not be adhering to any of the above regulations. Likewise, the dummy grid marshals shall also reserve the right to remove a driver from the grid, if they are deemed not to be adhering to any of the above regulations.
- 8.3.4. Any driver leaving the track more than twice in one stint may be excluded from that stint.

## **8.4. TRANSPONDERS**

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- 8.4.1. Teams and Drivers are responsible for the return of transponders at the end of each race day. Any team / driver who does not return their transponder will be charged £255 + VAT for a replacement.

## 8.5. INSURANCE

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- 8.5.1. Club100 Racing Ltd are covered by their own public liability insurance.
- 8.5.2. Competitors are responsible for their own personal accident insurance.
- 8.5.3. It is recommended that all competitors take out their own personal accident insurance.

## 8.6. BEHAVIOUR

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- 8.6.1. Competitors are reminded that anyone using foul language or threatening behaviour may, at the discretion of Club100, be excluded from the meeting.
- 8.6.2. Competitors are responsible for the behaviour of their supporters, family and friends
- 8.6.3. It is expected that all competitors act in good faith and with common sense.

## 8.7. RULE MODIFICATIONS

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- 8.7.1. Club100 reserve the right to modify the rules at any time, especially on the day of an event. Such changes to the rules are likely to only be in the interests of safety or maintaining high driving standards.
- 8.7.2. Any further regulations will, where possible, adhere to Motorsport UK Blue Book.

## 9. TYRE PRESSURES

- 9.1.1. The Club100 technicians will set tyre pressures on the day. Teams are not allowed to alter tyre pressures. Staff will happily check pressures if requested.
- 9.1.2. Any team found to be adjusting tyre pressures will be disqualified from the race. No Points.

## 10. CHAMPIONSHIP POSITIONS

- 10.1.1. The best 4 results from the 5 rounds will count towards the results for the Championship.
- 10.1.2. In the event of a tie on points between teams at the end of the season, the winner shall be the team with the most first places. If the teams are still tied, we go to second places and so on until a result is achieved. In the unlikely event of a tie at this point, the team with the earliest highest round position will be the winner.
- 10.1.3. In the event of a tie on points between teams at the end of the season, the winner shall be the team with the most first places. If the teams are still tied, we go to second places and so on until a result is achieved. In the unlikely event of a tie at this point, the team with the earliest highest round position will be the winner

## 11. RULES OF APPEAL

11.1.1. Club100's decisions are final.

11.1.2. No appeals may be made to revoke a decision that Club100 have made.

11.1.3. Should you suspect a team of breaking the rules with regards to the setup of the kart, the eligibility of the drivers, the weight of the drivers including all race gear and ballast, the composition of the team, or if someone push-started the kart whilst on the track and this can be verified, then the Club100 will attempt to make an informed decision upon whether to invoke an appropriate punishment as specified by the rules. There will not be any other type of appeals.