BRITISH UNIVERSITIES KARTING CHAMPIONSHIPS 2022 / 2023

RULES AND REGULATIONS V2

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JOHN VIGOR

CHAMPIONSHIP CO-ORDINATOR

1. CHAMPIONSHIP

1.1. OVERVIEW

The 2022 - 2023 championships will consist of 3 team-based championships and a one-off single day championship for individual drivers.

The team-based championships are titled the Premier Class Championship, Clubman Class Championship, Intermediate Class Championship. Please note the Clubman class will run as a sub class within the Premier Class.

All teams wishing to race in either the Premier, Clubman or Intermediate classes must compete in one of the two Qualifier race days.

The top 26 teams from the Qualifiers will qualify as Premier Class teams, the next 28 teams will be qualify as Clubman Class teams and the next 54 teams will qualify Intermediate Class teams. Any teams that do not manage to qualify for the 3 championships will be added to the reserve list for the Intermediate Class.

The results from the Qualifiers will count as one round towards the Premier Class Championship and Clubman Class Championship results. The results from the Qualifiers will also count as the first round of the Intermediate Class Championship. However, points will be reallocated after the Qualifiers such that points are consistent with the Intermediate Class. For example, the team which finishes 28th on one of the Qualifier race days (i.e. just missed out qualifying for Clubman Class) would effectively be 1st of the Intermediate Class teams; they will therefore be awarded points for 1st in the Intermediate Class for this event. See Intermediate Class rules.

In addition, there are several test days for drivers to familiarise themselves with the performance of the karts.

The Qualifier race days will consist of:

- 4 x 20 min practice / qualifying sessions followed by
- 4 x 30 minute Sprint Races

The Premier & Clubman Class Championships will vary for each race day with the schedule as follows:

- Rounds 1, 2, 3, 5, 6 & 7: Sprint Race Format
- Rounds 4 & 8: Endurance Race Format

Each race day of the Intermediate Class Championship will consist of:

- 4 x 20 min practice / qualifying sessions followed by
- 4 x 25 minute Sprint Races

1.2. DATES & VENUES

1.2.1. The BUKC 2022 - 2023 will run at the following dates and venues:

Sat 19th Nov 2022– Qualifiers 1 – Whilton Mill
Sun 20th Nov 2022 – Qualifiers 2 – Whilton Mill

Tues 7th Feb 2023 – Rounds 1 & 2 Premier / Clubman Class – Buckmore Park
Wed 8th Feb 2023 – Round 1 Intermediate Class – Buckmore Park

Wed 15th Feb 2023 – Rounds 3 & 4 Premier / Clubman Class – PF International

Thurs 16th Feb 2023 – Round 2 Intermediate Class – PF International

Wed 15th Mar 2023 – Rounds 5 & 6 Premier / Clubman Class – Glan-y-gors
Thurs 16th Mar 2023 – Round 3 Intermediate Class – Glan-y-gors

Fri 28th April 2023 – Rounds 7 & 8 Premier / Clubman Class – Clay Pigeon
Sat 29th April 2023 – Round 4 Intermediate Class – Clay Pigeon
Sun 30th April 2023 – Drivers Championship - Clay Pigeon

1.3. SIGNING ON / LATE ARRIVALS

1.3.1. Arrival for all race days, except the final 3 days at Clay Pigeon, unless indicated otherwise will be at 7am. The arrival for the final 3 days at Clay Pigeon will be 8am.

1.3.2. The briefing for all race days, except the final 3 days at Clay Pigeon, unless indicated otherwise will be at 8am. The briefing for the final 3 days at Clay Pigeon will be 9am.

1.3.3. 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. Teams should therefore aim to arrive at the designated arrival time at the very latest.

2. ELIGIBILITY

2.1. TEAM CONSTITUTION

2.1.1. Teams for the Qualifiers, Premier Class, Clubman Class or Intermediate Class must be made up of 4 drivers only. Exceptions to this rule can be made subject to rule 2.5.

2.1.2. All drivers racing in a team must consist of drivers who are currently studying at the university they are representing, with the exception that teams may have a maximum of one graduate driver who graduated from the same university and that the driver graduated in 2022.

2.1.3. Drivers must only compete for one team at each race day except as defined in rule 2.5.

2.1.4. Drivers may only compete in either the Premier Class Championship, Clubman Class or Intermediate Class Championship over the course of each race meeting where a race meeting is defined as a day of the Premier / Clubman Class Championship followed or proceeded by a day of the Intermediate Class Championship. Exceptions to this rule can be applied for in advance of the race meeting by emailing racing@bukc.co.uk. In such circumstances the driver will be considered not eligible for points in one of the race days.

2.1.5. Drivers may switch between Premier / Clubman Class and Intermediate Class teams between race meetings.

2.2. UNIVERSITY STATUS

2.2.1. Student cards will be checked at every race day to verify university status.

2.2.2. Those who cannot prove their university status 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 2.5.

2.3. DRIVER EXPERIENCE / RACE LICENCES

2.3.1. Drivers will only be allowed to race in the Premier / Clubman Class Championship if they have been issued with a full BUKC Race Licence.

2.3.2. Drivers will only be allowed to race in the Qualifiers or Intermediate Class Championship if they have been issued with a full or "provisional" BUKC Race Licence.

2.3.3. A BUKC Race Licence will be issued only to drivers who have shown sufficient competency at a BUKC Test Day or can prove that they have decent 2-stroke karting experience such as a Motorsport UK Race Licence, have raced in Club100 or other 2-stroke karting series and, importantly, can present proof of results and lap times. A "provisional" BUKC Race Licence may be issued to a driver by Club100 if it is thought that the driver has demonstrated the necessary ability to drive safely in the BUKC yet has only just managed to demonstrate that they are fast enough. In such circumstances a driver may race under a "provisional" BUKC Race Licence subject to the understanding that they have their "provisional" licence revoked at any time during a race meeting. No full or partial refund will be given, if a driver's "provisional" BUKC Race Licence is revoked.

2.3.4. All drivers competing in any of the championships, including the Drivers Championship will need to obtain and hold a valid Motorsport UK K-X licence or any other Motorsport UK race licence. Application forms for the Motorsport UK K-X licence can be obtained at www.bukc.co.uk/motorsportuk

2.4. MINIMUM WEIGHT

2.4.1. There are various weight thresholds that drivers must meet when competing in the BUKC. For the Premier Class (and Clubman class) and Intermediate Class the minimum weight is 75kg except for in the Sprint Race Format on the Premier / Clubman race days where half of the races will be deemed Heavyweight races. See Rule 3.4. We strongly recommend that all drivers weigh up to 1kg over the weight threshold.

2.4.2. 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.

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 dumbbell is not permitted
- The diameter of the central hole drilled must not exceed 15mm
- The diameter of the ballast pieces must not exceed 120mm

2.4.3. Weight inspections can be carried out at any time.

2.4.4. 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.

2.4.5. Drivers using ballast that does not conform to the specification defined in 2.4.2 may be disqualified from that race. A DNF will be recorded in this situation and no points will be awarded to the team.

2.5. RESERVE DRIVERS

2.5.1. If a team cannot achieve its target of 4 drivers, then Club100 must be informed before the briefing.

2.5.2. The team must attempt to find a reserve driver from another university (or otherwise) who is willing to drive for the team as long as the reserve driver satisfies the requirements set out in Rule 2.3.

2.5.3. The reserve driver will be regarded as Not Eligible for Points.

2.5.4. If the reserve driver is from the same university and is racing in another team then the reserve driver must race in the reserve team after they has raced in their normal team.

2.5.5. If Club100 cannot find a reserve driver then the team may race with less than 4 drivers but the driver(s) that race in more races than the Format Specific rules allow (see 3.2 and 5.2) will be regarded as Not Eligible for Points for the extra races that they race in.

For example if a team only has 3 drivers and one of the drivers race in two Sprint-Races instead of one, then he/she will Not be Eligible for Points for one of the two races.

2.5.6. 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.

2.6. CHAMPIONSHIP CONTENDING TEAMS

2.6.1. Club100 may designate certain teams as “championship contending teams”. Once designated by Club100, all drivers in that team are not permitted to drive for any other team in any one event.

2.6.2. Failure to adhere to rule 2.6.1 by any driver in a “championship contending team”, will result in the offending driver’s “championship contending team” to be disqualified from that round and 0 points will be issued to the “championship contending team”.

2.6.3. It is at Club100’s discretion to decide at what point in the championship the above rules will come into effect.

2.7. NON UNIVERSITY TEAMS

2.7.1. Teams consisting of entirely non-university members may also race in the championship at the discretion of the Club100.

2.7.2. Such teams will not be eligible to receive any race points or championship points.

2.8. EVENT CANCELLATION

2.8.1. 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.

2.8.2. 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.

2.9. PAYMENT TERMS & CONDITIONS

2.9.1. Payments for entries into the Test Days are non-refundable in any circumstances. If a driver can no longer make a Test Day, for whatever reason, and they wish to redeem their money for their entry, they must:

1) Find another person willing to take their place and in the same class as the original entry (e.g. if the entry is for a Rookie Driver, then the replacement driver must be a Rookie Driver)
2) Arrange the payment between the driver and the replacement driver. Club100 will not get involved in issue refunds or taking payments for replacement drivers.
3) Email racing@bukc.co.uk stating the name and the university of the replacement person
4) If notice of a change of driver is given less than 48 hours prior to the start of the Test Day, Club100 reserve the right to refuse the change of driver and still retain the right not to issue a refund.

2.9.2. Payment for entry into the Qualifiers is non-refundable in any circumstances.

2.9.3. Refunds for payments for entries into Championship Race Days after the Qualifiers are subject to the rules a deposit system (new for 2023) as follows:

2.9.3.1. After the Qualifiers, Club100 will be in touch to confirm the exact number of teams entering into the Premier and Intermediate events from each university. Once the numbers of teams are confirmed, Club100 will issue an invoice with a 25% deposit for each event remaining in the championship. This invoice will need to be paid in full by Friday 16th December 2022. Any teams who haven't paid this deposit invoice will lose their entry into the championship and a reserve team will be given their place.

2.9.3.2. The money on the deposit invoice will be drawn down for each event, so that only 75% of entry fees for each event will be due for each event.

2.9.3.3. In order to receive a full refund for an event which has been paid, an email must be sent to racing@bukc.co.uk stating the intention to remove a team from the event.

2.9.3.4. If a team notifies Club100 of their intention to withdraw from the event, with 21 or more days prior notice to the event, then the team will be eligible to receive a full refund for that event including the 25% deposit held on the deposit invoice.

2.9.3.5. If a team notifiers Club100 of their intention to withdraw from the event, less than 21 days prior to the event, then the team will lose all entry fees paid for that event including the 25% deposit for that event held on the deposit invoice.

2.9.4. Payments for entries into the Drivers Championship are non-refundable in any circumstances. If a driver can no longer make the Drivers Championship event, for whatever reason, and they wish to redeem their money for their entry, they must:

1) Find another person willing to take their place and in the same class as the original entry (e.g. if the entry is for a Heavyweight driver, then the replacement driver must be a Heavyweight driver)
2) Arrange the payment between the driver and the replacement driver. Club100 will not get involved in issue refunds or taking payments for replacement drivers.
3) Email racing@bukc.co.uk stating the name and the university of the replacement person
4) If notice of a change of driver is given less than 48 hours prior to the start of the Drivers Championship, Club100 reserve the right to refuse the change of driver and still retain the right not to issue a refund.

3. SPRINT RACE FORMAT

3.1. OVERVIEW

3.1.1. To take the form of six 25 minute races known as Sprint-Races.

3.1.2. Each team may only race in four of the six Sprint-Races.

3.1.3. No driver changes are allowed during any Sprint-Race.

3.1.4. In the Premier Class (and Clubman class) events only, races will alternate between Lightweight (LW) and Heavyweight (HW) races where drivers in a LW race will need to weigh at least 75kg and drivers in a HW race will need to weigh at least 82kg. Please note this does not apply to the Intermediate Class events.

3.1.5. Points are added up from each race to determine the finishing positions of the team for that Round.

3.1.6. Club100 reserve the right to amend the duration of the sessions and races at any time.

3.2. FORMAT SPECIFIC RULES

3.2.1. In the Premier / Clubman Class, if the format is the first round of the day, then practice will precede each race and will be a minimum of 2 laps.

3.2.2. No driver changes are allowed during a Sprint-Race.

3.2.3. Fuel stops are not required during a Sprint-Race.

3.2.4. Each driver of a team may only compete in one Sprint-Race unless their team consists of less than 4 drivers as defined by rule 2.5.

3.3. QUALIFYING/GRID POSITIONS

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 4 races as every other team.

3.4. WEIGHT

3.4.1. In the Premier Class (and Clubman class) events only, races will alternate between Lightweight (LW) and Heavyweight (HW) races. The order of those races will always be: LW, HW, LW, HW, LW, HW.

3.4.2. The minimum weight for a LW race is the standard BUKC minimum weight threshold of 75kg. The minimum weight for a HW race is 82kg. Even if a team consists of 4 very light drivers, two of the drivers will have to ballast up to 82kg for the HW races. No exceptions.

3.4.3. Failing to meet the minimum weight threshold for a LW or HW race 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.

3.4.4. Drivers using ballast that does not conform to the specification defined in 2.4.2 may be disqualified from that race. A DNF will be recorded in this situation and no points will be awarded to the team.

3.5. POINTS ALLOCATION

3.5.1. Points will be awarded per Sprint-Race in the exact same way described by Rule 8. These points shall be known as Sprint-Race Points.

3.5.2. The finishing positions for a Sprint-Race Format Round will be worked out according to the accumulative total of the points allocated to the team's best 3 Sprint-Race results.

3.5.3. 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 3 Sprint-Race results. If the teams are still tied, we go to second places of their best 3 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 4 Sprint-Races will be the winner.

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 would not 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.

3.5.4. Championship points for the Sprint Format Round(s) will be awarded as described in Rule 8.

4. ENDURANCE RACE FORMAT

4.1. OVERVIEW

4.1.1. To take the form of three one-hour races known as Endurance Races.

4.1.2. Each team may only race in two of the three Endurance Races

4.1.3. Teams are split in to two teams of two and each team must declare which drivers will be racing in each Endurance Race at sign on time. In the scenario where a team consists of less than 4 drivers, in exceptional circumstances and at the discretion of the organisers, one driver may compete in an entire race as a solo driver.

4.1.4. Points are added up from each race to determine the finishing positions of the team for that Round.

4.1.5. Club100 reserve the right to amend the duration of the sessions and races at any time.

4.2. FORMAT SPECIFIC RULES

4.2.1. There will be no practice prior to each Endurance Race

4.2.2. 2 fuel stops must be made in each Endurance Race.

Both stops must be fuel stops.

Driver changes can also be made at each fuel stop.

A driver change must be made during at least one of the fuel stops with the exception of a solo driver as authorized in accordance with 4.1.3

Fuel stops must only be made during specific times. See Rule 4.2.3.

4.2.3. The pit-lane will only be open for fuel stops during specific times. These are:

0 – 5 mins:	CLOSED
5 – 25 mins:	OPEN
25 – 35 mins:	CLOSED
35 – 55 mins:	OPEN
55 – 60 mins:	CLOSED

One fuel stop must be made in each pit-lane OPEN period. Failure to perform a fuel stop in both pit-lane OPEN periods will result in a 30 second stop-go penalty for each missed fuel stop. Failure to take a stop-go penalty will result in a lap deduction from the final race results.

Teams that come into the pit-lane to do a fuel stop when the pit-lane is not open will be forced to rejoin the circuit without being allowed to do their fuel stop.

A driver may however bring the kart in if it is suffering from crash damage or to retire.

4.2.4. When coming in for a fuel stop, drivers must drive no faster than walking speed, and come to a complete stop in one of the two fuel bays. Drivers must remove the fuel cap and get out of the kart. A Club100 member of staff will deliver the fuel, lubricate the chain and will signal to the driver when the process has been completed and that the driver can now leave the pit lane. If a driver arrives at the fuel bay at a dangerous speed and risks incident, the Club100 team shall reserve the right to send the driver back out on circuit without applying re-fuelling, technically asking the driver to 'try again'. Please note, that the engines must be switched off.

4.2.5. Each driver may only take part in one Endurance Race only unless their team consists of less than 4 drivers as defined by rule 2.5

4.3. WEIGHT

4.3.1. The minimum weight for all Endurance Races is a minimum of 78kg.

4.3.2. Failing to meet the minimum weight threshold 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.

4.3.3. Drivers using ballast that does not conform to the specification defined in 2.4.2 may be disqualified from that race. A DNF will be recorded in this situation and no points will be awarded to the team.

4.3.4. Club100 reserve the right to make weight checks during a pit-stop if it is thought that the driver may be underweight.

4.4. POINTS ALLOCATION

4.4.1. Points will be awarded per Endurance-Race in the exact same way described by Rule 8. These points shall be known as Endurance-Race Points.

4.4.2. The finishing positions for an Endurance-Race Format Round will be taken by accumulating the Endurance-Race Points from both of the team's Endurance races.

4.4.3. In the event of a tie on Endurance-Race Points between teams at the end of the Endurance-Race Format Round, the higher placed team shall be the team with the most first places from both of their Endurance-Race results. If the teams are still tied, we go to second places from both of their Endurance-Races, and so on until a result is achieved. In the event of a tie at this point, the team with the fastest lap taken from all the lap-times of both Endurance-Races will be the winner.

4.4.4. Championship points for the Endurance-Race Format Round(s) will be awarded as described in Rule 8.

5. INTERMEDIATE CLASS CHAMPIONSHIP FORMAT

5.1. OVERVIEW

5.1.1. To take the form of six 20 minute practice / qualifying sessions followed by six 25 minute races known as Sprint-Races.

5.1.2. Each team must enter four of the six 20 minute practice / qualifying sessions and four of the six 25 minute races.

5.1.3. The result of the practice / qualifying session will determine the grid for the corresponding race. E.g. practice / qualifying 1 will determine the grid for race 1 etc.

5.1.4. Points are added up from each of the sprint races to determine the finishing positions of the team for that Round.

5.1.5. Club100 reserve the right to amend the duration of the sessions and races at any time.

5.2. FORMAT SPECIFIC RULES

5.2.1. No driver changes are allowed during a practice / qualifying session, though drivers may come into the pits at any time.

5.2.2. Each practice / qualifying session will be 20 minutes in length. The first 10 minutes will be considered practice only. After 10 minutes is completed, a green flag will be waved at the start finish line signalling the start of qualifying. Qualifying will continue for the remaining 10 minutes of the 20 minute session.

5.2.3. Each driver must race in the race for the corresponding practice / qualifying. For example, the driver qualifying in practice / qualifying 1 may only race in Race 1. Similarly the driver qualifying in practice / qualifying session 2 must only race in Race 2 and so on.

5.2.4. Drivers will be given coloured BUKC wristbands corresponding to a particular practice / qualifying session. The colours for each session will be determined on the day. Drivers must wear the coloured wristband for both the qualifying session and the corresponding race. Drivers which fail to have the correct colour of wristband or do not have a wristband on during the race will be excluded from that race and be awarded 0 points.

5.2.5. No driver changes are allowed during a Sprint-Race.

5.2.6. Each driver of a team may only compete in one practice / qualifying session and only one Sprint-Race unless their team consists of less than 4 drivers as defined by rule 2.5.

5.3. QUALIFYING/GRID POSITIONS

5.3.1. A group generator program determines groupings for the practice / qualifying sessions.

5.3.2. The program is designed to spread out each team in an equal fashion.

5.4. POINTS ALLOCATION

5.4.1. Points will be awarded per Sprint-Race in the exact same way described by Rule 8. These points shall be known as Sprint-Race Points.

5.4.2. The finishing positions for an Intermediate Class Championship Format Round will be worked out according to the accumulative total of the points allocated to the team's best 3 Sprint-Race results.

5.4.3. 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 3 Sprint-Race results. If the teams are still tied, we go to second places of their best 3 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 4 Sprint-Races will be the winner.

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.

5.4.4. Championship points for the Intermediate Class Championship Format Round(s) will be awarded as described in Rule 8.

6. QUALIFYING RACE DAY FORMAT

6.1. OVERVIEW

6.1.1. To take the form of seven 20 minute qualifying sessions followed by seven 30 minute races known as Sprint-Races.

6.1.2. Each team must enter four of the seven 20 minute practice / qualifying sessions and four of the seven Sprint-Races.

6.1.3. The result of the qualifying session will determine the grid for the corresponding Sprint Race. E.g. qualifying 1 will determine the grid for race 1 etc.

6.1.4. Points are added up from each team's best 3 Sprint Race results to determine the finishing positions of the team for the day.

6.1.5. There will be two qualifying race days in total. Universities will be allocated a day for qualifying by Club100.

6.1.6. The top 26 teams from the qualifiers will qualify through to the Premier Class Championship. The next 28 teams will qualify for the Clubman Class Championship. The next 54 teams will qualify for the Intermediate Class Championship. Those teams that do not qualify for either the Premier, Clubman or Intermediate classes will be put on the reserve list for the Intermediate Class Championship.

6.1.7. The number of teams qualifying from each qualifying day will be proportional to the number of teams entered into each qualifier. The final number qualifying from each region will be confirmed on the day of the qualifiers.

6.1.8. Club100 reserve the right to amend the duration of the sessions and races at any time.

6.2. FORMAT SPECIFIC RULES

6.2.1. No driver changes are allowed during a sprint race

6.2.2. Each driver of a team may only compete in one sprint races unless their team consists of less than 4 drivers as defined by rule 2.5.

6.2.3. No driver changes are allowed during a qualifying session, though drivers may come into the pits at any time.

6.2.4. Each practice / qualifying session will be 20 minutes in length. The first 10 minutes will be considered as practice. The final 10 minutes will count as qualifying.

6.2.5. For all sprint races, each driver must race in the race for the corresponding qualifying session. For example, the driver qualifying in qualifying 1 may only race in Race. Similarly, the driver qualifying in qualifying session 2 must only race in Race 2.

6.2.6. Drivers will be given coloured BUKC wristbands corresponding to a particular practice / qualifying session. The colours for each session will be determined on the day. Drivers must wear the coloured wristband for the qualifying session and their corresponding race. Drivers which fail to have the correct colour of wristband or do not have a wristband on during the races will be excluded from that race and be awarded 0 points.

6.3. QUALIFYING/GRID POSITIONS

6.3.1. A group generator program determines groupings for the practice / qualifying sessions.

6.3.2. The program is designed to give each team the same grid position on average over 4 races as every other team.

6.4. POINTS ALLOCATION

6.4.1. Points will be awarded per Sprint Race in the exact same way described by Rule 8. These points shall be known as Sprint-Race Points.

6.4.2. The finishing positions for a Qualifying Race Day will be worked out according to the accumulative total of the points allocated to the team's best 6 Sprint Race results.

6.4.3. In the event of a tie on Sprint-Race Points between teams at the end of the Qualifying Race Day, the higher placed team shall be the team with the most first places among their best 3 Sprint-Race results. If the teams are still tied, we go to second places of their best 3 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 4 Sprint-Races will be the winner.

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 those dropped races can be used as well as the best laps from the other 6 races to work out which team should be placed higher.

7. DRIVERS CHAMPIONSHIP FORMAT

7.1. OVERVIEW

7.1.1. The Drivers Championship is an annual one-off sprint racing event for individual drivers.

7.1.2. There are 3 main classes:
Lightweights – weighing a minimum of 75KG
Heavyweights – weighing a minimum of 82KG
Graduates – weighing a minimum of 82KG

In addition, there is a Super Heavy Weight sub class weighing a minimum of 90KG within the Heavyweight Class.

7.1.3. A maximum of 64 drivers in each class is permitted

7.1.4. Club100 reserve the right to amend the duration of the sessions and races at any time.

7.2. FORMAT SPECIFIC RULES

7.2.1. The format for each class is 2 x 10 minute sprint races followed by a 12 minute A or B final. Drivers in the Graduates Class also receive an additional 10 minutes of practice prior to their first sprint race.

7.2.2. Points are awarded for each sprint race and are used to determine the grid for the A or B finals.

7.2.3. The top 10 drivers in the A Finals of each of the Lightweight, Heavyweight and Graduates classes are promoted through to the Super Final.

7.2.4. The grid for the Super Final will be determined by the finishing position of each driver from the A finals and the best lap time will be used to determine who has the higher grid position. In the event of a tie on best lap times, the person who set the best lap time earliest will be used to determine who should be placed higher on the grid.

7.2.5. The Super Final will be a 12 minute race.

7.2.6. Trophies will be awarded to the top 3 drivers in each of the Lightweight, Heavyweight, Super Heavyweight and Graduates classes. Trophies will also be awarded to the top 3 drivers of the Super Final.

7.3. QUALIFYING/GRID POSITIONS

7.3.1. A group generator program determines groupings for the sprint races.

7.3.2. The program is designed to spread out each driver in an equal fashion.

7.4. POINTS ALLOCATION

7.4.1. Points will be awarded per Sprint-Race in the exact same way described by Rule 8. These points shall be known as Sprint-Race Points.

7.4.2. The total of each driver's points is used to determine the grid position for the A and B finals. The top 30 drivers will automatically qualify for the A final. The bottom 34 drivers will race in the B Final. The top 4 drivers from the B final will be promoted to the back of the A Final.

8. 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					

9. RACE PROCEDURE

9.1. BEFORE THE RACE / QUALIFYING SESSION

9.1.1. The karts are randomly allocated. Teams may not select their own karts.

9.1.2. 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 radiator mountings
- Battery

9.2. PRACTICE

9.2.1. Drivers may be given some practice laps prior to each race, depending upon the race format.

Rule 9.2.4 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.

9.2.2. Once a team starts the race, it will be assumed that they are satisfied with the performance of their kart.

9.2.3. Karts are hand built therefore each and every kart will be different. Drivers should explore the handling capabilities of their kart during practice.

9.2.4. 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 an 8 place penalty. See rule 11.8 A.**

9.3. ROLLING UP / GRID FORMATION

9.3.1. Grid formation for each race will be 2 by 2.

9.3.2. It is the responsibility of every driver to start in their 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.

9.3.3. 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.

9.3.4. If a driver spins during rolling up laps, the Starter may start the race without them.

9.3.5. 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.

9.3.6. 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.

9.3.7. No other driver may overtake the pole man before the start line.

9.3.8. A penalty will be applied to any driver breaking formation prior to crossing the start line. See Rule D.B.

9.3.9. 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. Up to five minutes will be deducted from the race time if a race is false started.

9.4. SPINNING OFF / STALLING

9.4.1. 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 11.8.

9.4.2. 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 11.8.

9.4.3. Drivers who spin out and subsequently come to a halt off circuit on either grass or a high kerbed area must, 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 11.8.

9.5. KART MALFUNCTION

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

- Engine seizure
- Electrical failure including battery, ignition, switch or starter motor.
- Complete carburettor failure,
- Complete brake failure (unless sustained by driver error)
- Complete failure of a major mechanical component (unless sustained by driver error)

9.5.2. 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.

9.6. RACE FINISH

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

9.6.2. 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.

9.7. KART DAMAGE

9.7.1. 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.

9.7.2. During the race, if a team sustains obvious crash damage other than as specified in rule 9.7.1 they will have to wait for it to be repaired.

9.7.3. If however, it is not repaired within 10 minutes, another kart will be allocated to that team if a kart is available.

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

9.7.5. If the driver does not complete the race a DNF will be awarded.

10. FLAGS

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

Green Lights on eFlag - 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 10.2.

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.

10.2. YELLOW FLAGS.

10.2.1. 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.

10.2.2. During this time the driver should ease off the throttle but must not slow down so much that the karts becomes an obstacle itself.

10.2.3. It is advisable, but not essential, unless directed so by Club100, that each driver should acknowledge the yellow flag by raising their hand in the air.

10.2.4. All other drivers should treat the raised hand in the same way as a yellow flag and hence should not overtake.

10.2.5. 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.

10.2.6. It is incumbent on the other driver to re-take their position immediately, or the first driver is at liberty to carry on racing without penalty.

10.2.7. 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.

10.2.8. 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.

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

11. PENALTIES

11.1. All penalties other than those which are black flags will be applied at the end of the race.

11.2. The Clerk of the Course has the right to make post race decisions after an inquiry.

11.3. A team or an individual competitor may receive an official verbal warning. Any further misconduct by the competitor may result in their exclusion from the event or the whole series.

11.4. 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.

11.5. 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.

11.6. Any penalty applied during a practice or qualifying session will result in the driver receiving a grid penalty for their race at the end of their session. For the avoidance of doubt drivers must still return to pits for any Stop Go Penalty (black flag).

11.7. Carburettor adjustment is strictly prohibited and considered a serious offence.

Any team caught adjusting the carburettor, for whatever reason, will be disqualified from the rest of the day's racing without appeal and no refund.

All points accumulated from races in that round will be removed for that team, shifting every team below that upwards by one place in each race. Please note this may affect the final round score of other teams.

Any adjustment of the carb from any person not related to that team will also penalise the team in the same way.

Club100 will accept video evidence as proof of carburettor adjustment so long as it 100% certain the video was recorded on the day and that it proves that a driver adjusted the carburettor. Video footage will not be used for any other kind of evidence.

Any team caught adjusting the carburettor after a race has finished, either on the track, or in the pit lane with the aim or ruining the next driver's race will be disqualified from the whole championship. No appeals, no refunds, no points.

Previous round results will stay the same except that the offending team will be given 0 points. Other teams will not be shifted up in the points table to take the disqualified team's place.

Any team caught adjusting the carburettor more than once in the championship will be disqualified from the rest of the championship. No appeals, no refunds, no points.

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

A. Changing a kart during practice or formation laps where the retired kart is deemed race worthy by the kart tester:

- Eight position deduction

B. Excessive weaving during the rolling-up laps resulting in contact or preventing another driver from coming through the grid to take up their grid position:

- 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

B. Breaking formation (moving to the outside or middle of the track) approaching the start line:

- Two position deduction

E. Pinching or squeezing of the fuel pipe during the formation laps.

- Black flag and immediate exclusion (0 points)

F. Adjusting the radiator cover at any time.

- Black flag and immediate exclusion (0 points).

G. Carburettor adjustment.

- Whole team penalised in accordance with rule 11.7

H. Deliberate use of contact is prohibited. After two warnings:

- Two position deduction
- Each subsequent contact: a further 2 position deduction

I. Gaining a single place advantage as a result of contact with another kart:

- Four position deduction

J. Forcing a driver wide by contact and compromising the offended driver's position

- Four position deduction

K. Contact with another kart where the offended driver(s) spins or comes to a halt.

- Six position deduction

L. Contact with another kart which results in multiple karts spinning or coming to a halt.

- Black Flag: 40s Stop/Go penalty (60s at Buckmore)

M. Deliberately forcing another driver off the circuit.

- Black flag and immediate exclusion (0 points)

N. Deliberately blocking other drivers from overtaking (i.e. changing direction more than once on a straight)

- Exclusion at end of race (0 points)

O. Overtaking under a yellow flag

- Four position deduction

P. Losing control and spinning under a yellow flag or hitting a stationary kart under a yellow flag:

- Four position deduction

Q. Speeding or racing under a yellow flag:

- Two position deduction

R. Speeding in the pit-lane:

- Two position deduction
- 2nd offence in race: Black Flag: 10s Stop/Go penalty (30s at Buckmore)

S. Omitting any part of the circuit:

- One lap deduction

T. Knocking or contact with a cone, tyre wall or safety block:
- One position deduction.

U. Deliberate or excessive use of rumble strips / kerbs is prohibited. After two warnings:
- Two position deduction
- Each subsequent excessive use of kerbs / rumble strips: a further 2 position deduction

V. Deliberate or excessive violations of track limits is prohibited. After one warning (during sprint races):
- 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

W. Allowing kart to roll back across the circuit after a spin and causing an incident:
- Black flag (30 second stop/go) and exclusion at the end of the session (0 points).

X. Re-joining the circuit from a stationary position (e.g. after a spin) and causing an incident compromising another driver's position:
- Black flag (30 second stop/go) and exclusion at the end of the session (0 points).

Y. Restarting on a grass area.
- Black Flag (1 minute stop/go) and exclusion at the end of the session (0 points).

Z. Abandoning a kart on circuit, unless advised by a Club100 official.
- Exclusion (0 points)

AA. Underweight or ballast does not conform to specification
- Exclusion (0 points)

BB. Underweight ineligible driver (i.e. driver not scoring points for the team):
- The team's best race result will be excluded (0 points).

CC. Deliberately making contact with another driver after the chequered flag:
- Exclusion (0 points). Note retaliation of any type: Exclusion (0 points)

11.9. Any team or driver committing more than one offence of either 11.8.I 11.8.J, 11.8.K or 11.8.L will result in a black flag and a 1 minute Stop/Go penalty for each offence committed.

11.10. Any team or driver committing more than one offence of either 11.8.O 11.8.P, 11.8.Q or 11.8.L will result in a black flag and a 1 minute Stop/Go penalty for each offence committed.

12. GENERAL

12.1. No member of any team shall be allowed to drive any kart round any part of the track on the day of the round for which it is being used for the British University Karting Championship prior to the BUKC briefing-of-the-day actually commencing.

12.2. Each driver must complete at least one lap of the circuit, though this maybe a lap which comprises of leaving the pits and re-entering at the earliest opportunity.

12.3. SAFETY

12.3.1. Suits, helmets and gloves must be worn correctly and securely. Drivers will be black flagged if they fail to comply with this rule.

12.3.2. 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. If in doubt about your visor, please speak to a Club100 official.

12.3.3. The following regulations must be adhered to when using on board cameras, with no exceptions:

- 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 nasau panel (nose cone) of the kart.
- Club100 reserve the right to confiscate any on-board footage at any time during the race meeting and/or the championship.
- Club 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.

- Drivers choosing to fit their camera on to the nasau panel do so at their own risk. Club100 do not accept any liability should a driver's camera come off, regardless of fault or blame.

12.3.4. Any driver leaving the track more than twice in one stint may be excluded from that stint.

12.4. TRANSPONDERS

12.4.1. 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 £315 + VAT for a replacement.

12.5. INSURANCE

12.5.1. Club100 Racing Ltd are covered by Motorsport UK's public liability insurance (up to £100 million) as well as Club100's public liability insurance (up to £5 million).

12.5.2. All competitors are automatically covered by Motorsport UK's personal accident insurance (details of maximum liability are available from Motorsport UK).

12.6. BEHAVIOUR

12.6.1. Competitors are reminded that anyone using foul language or threatening behaviour may, at the discretion of Club100, be excluded from the meeting.

12.6.2. Competitors are responsible for the behaviour of their supporters, family and friends

12.6.3. It is expected that all competitors act in good faith and with common sense.

12.7. RULE MODIFICATIONS

12.7.1. 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.

12.7.2. Any further regulations will, where possible, adhere to Motorsport UK Year Book.

13. TYRE PRESSURES

13.1.1. 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.

13.1.2. Any team found to be adjusting tyre pressures will be disqualified from the race. No Points.

14. CHAMPIONSHIP POSITIONS

14.1.1. The best 7 results from the 9 rounds will count towards the results for the Premier Class Championship where the results from the Qualifier Race Days count as the 1st round of the championship.

14.1.2. The best 4 results from the 5 rounds will count towards the results for the Intermediate Class Championship where the results from the Qualifier Race Days count as the 1st round of the Intermediate Class Championship. The points from the Qualifier Race Days will be re-allocated in accordance with Rule 8.

14.1.3. 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.

15. RULES OF APPEAL

15.1.1. Club100's decisions are final. However, after internal consultation between Club100 officials only, Club100 reserve the right to rescind a previously applied penalty.

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

15.1.3. 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, 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.

Appendix 1

motorsportuk.org/racewithrespect
#RaceWithRespect

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

The Values

- Respect
- Fair Play
- Integrity
- Good Manners
- Self-control

I pledge to **#RaceWithRespect** and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.