



BUKC 2024 24 HOUR RACE

RULES AND REGULATIONS

VERSION 1.1

1 Event

1.1 Overview

The BUKC 2024 24 Hour Race is a special one off non championship scoring event for current and ex university students.

The event will take place at Teesside Autodrome, Middlesbrough on the weekend of Sat 15th to Sun 16th June 2024.

1.2 Signing On / Late Arrivals

- 1.2.1 Signing-on will be done digitally via the Alpha online entry system. Signing-on will be open from 6pm on Monday 10th June. Every driver competing in the event must be registered at <https://bukc.alphatiming.co.uk/profile>
- 1.2.2 Arrival at the track will be at 7.30am on Saturday 15th June. All drivers must check-in on arrival.
- 1.2.3 The briefing will start at 8.30am.
- 1.2.4 Teams that are not present, not signed-on or not checked-in at the start of briefing may be refused entry into the race day. No refund will be given.

2 Eligibility

2.1 Team Constitution

- 2.1.1 Teams must be made up of between 2 and 12 drivers.

- 2.1.2 Teams must consist of drivers who currently race in the BUKC or who have raced in the BUKC in the past except as detailed in rule 2.1.3.
- 2.1.3 Each team may include a maximum of 25% “wild card” drivers who have never raced in the BUKC before. i.e. for every 3 drivers who have raced in the BUKC, you may optionally have 1 wild card driver. For example, if you have 12 drivers in your team, up to 3 of them may be considered as “wild card” drivers.
- 2.1.4 Drivers from the age of 16 may race in the BUKC 24-hour race so long as they have a parent / guardian at the event. The parent / guardian must also sign-on on behalf of the driver.

3 24 Hour Event Format

3.1 Overview

- 3.1.1 There will be a 2-hour practice session followed by a Super Pole one shot qualifying session. The result from the qualifying session will determine the starting grid for the 24hr race.

3.2 Timings

- 3.2.1 7.30am: Arrival
- 3.2.2 8.30am: Briefing
- 3.2.3 9am - 11am: 2-hour practice session.
- 3.2.4 11.15am (or earlier): Super Pole Qualifying
- 3.2.5 11.45am (or earlier): Grid formation
- 3.2.6 12.15pm: Grid photos
- 3.2.7 12.30pm: Race Start

3.3 Minimum Weight

- 3.3.1 The combined weight of driver, kart, ballast and fuel must weigh at least 232Kg at all times, giving an effective minimum driver weight of 80Kg.
- 3.3.2 Competitors who fail to reach the minimum weight threshold can use up to 16kg of lead ballast which must be securely fastened to the specific weight posts on the karts, and / or use lead flashing attached securely to a seat insert. For more information contact Club100 Racing.
- 3.3.3 Weight inspections will be performed every time a kart comes into the pits.
- 3.3.4 Failing to meet the minimum weight threshold of 232KG during a weight inspection will result in a 1 lap deduction per kilo (rounded up) during the race or exclusion from the result of the qualifying session.

3.4 Big Foots

- 3.4.1 Teams will be given a "Big Foot" nose cone on arrival on Saturday morning or may pick theirs up on the Friday afternoon prior to the event.
- 3.4.2 Teams may decorate their Big Foot with stickers and non-flashing LED lights. Yellow, Red or flashing lights are not allowed.
- 3.4.3 The number panel at the bottom of the Big Foot will have a designated number sticker attached so please leave this blank.
- 3.4.4 If you want to keep your Big Foot you can purchase it for £50 payable before the race.
- 3.4.5 If you are bringing your own Big Foot please ensure to bring it to the office to have a transponder attached prior to the practice session.

3.5 Practice

- 3.5.1 Practice will run for 2 hours from 9am to 11am.
- 3.5.2 Karts are hand built therefore each and every kart will be different. Drivers should explore the handling capabilities of their kart during practice. The karts have been serviced and fitted with parts as required including new brake pads and tyres for the event.
- 3.5.3 To get the most from the karts it is suggested that you put your most experienced driver out first during practice to run in the brake pads and tyres and to assess any issues with the kart.
- 3.5.4 The karts are randomly allocated. Teams may not select their own karts.
- 3.5.5 Prior to practice, teams should check the following items on the kart allocated to them in the pit lane:
 - Fuel
 - Tyres & Rims
 - Fuel caps
 - All steering components
 - Seat Stays
 - Seat
 - Nose Cone
 - Side Pods
 - Front and Rear Bumpers
 - Brakes
 - Accelerator and associated cables.

- 3.5.6 During the first hour of practice only, if a driver finds a problem with their kart, they may return to the pits where it is up to you whether to have your kart replaced or your kart tested / fixed. Please note that there are only a handful of spare karts therefore the spare karts will be offered on a first come first serve basis. If you change your kart after 1 hour of practice has elapsed then your wheels and tyres will be changed on to the new kart so no advantage is given with respect to newer tyres. You are not allowed to change your kart more than once and in particular you are not allowed to change back to your earlier kart; it is a risk that you take. You can alternatively ask for a kart tester to test your kart to see if any issues can be ironed out.
- 3.5.7 After the first hour of practice, it will be assumed that they are satisfied with the performance of their kart.
- 3.5.8 Teams may refuel at any time during practice. At the end of practice, every team must return to the pit lane where they will be refueled before the start of Super Pole Qualifying.

3.6 Super Pole Qualifying

- 3.6.1 Qualifying will be run in a Super Pole qualifying format. This means that each team will only have one timed lap in order to complete their qualifying run. A qualifying run will consist of an out-lap, one timed lap and an in-lap.
- 3.6.2 Failure to return to the pit at end of their in-lap (i.e. attempting to do 2 flying laps) will result in disqualification from the qualifying session and the team starting from the back of the grid for the race.
- 3.6.3 Teams will be sent out in the order in which they came into the pits at the end of the practice session. Therefore, in order that the qualifying runs smoothly, all teams must be ready at the end of practice with their nominated qualifying driver.
- 3.6.4 All teams MUST be fully fueled up before their qualifying run.
- 3.6.5 The result from qualifying will determine the starting grid for the race.
- 3.6.6 Failure to meet the minimum weight during any part of qualifying will result in exclusion from the result of the qualifying session. The team will then have to start at the back of the grid for the race.

Note, the race is long and the result of the qualifying session is not likely to make much of an impact on the outcome of the race. So don't go crazy and risk damaging your kart.

4 THE RACE

4.1 The Grid

- 4.1.1 The grid will be a Le Mans style start.
- 4.1.2 The karts will be lined up in single file on one side of the track. The drivers will be lined up on the other side of the track.

- 4.1.3 Upon the waving of a green flag and / or whistle drivers may run to their karts and start the race.
- 4.1.4 Any driver deemed to have started the run from the side of the track to the kart prior to the green flag / whistle will be deducted one lap during the race.

4.2 Refuelling

Refueling during racing is an essential part of endurance racing and the following rules are to effect minimum risk to drivers and others in the location whilst refuelling is carried out.

- 4.2.1 The refueling bays will NOT be open during the first 5 laps of the race. After the 5th lap has been completed, the refuelling bays will be open.
- 4.2.2 Refuelling must only take place within the area designated as the “refuelling area”. Teams must refuel in the designated refuelling bay.
- 4.2.3 The refuelling area is strictly a No Smoking Area.
- 4.2.4 Only the driver carrying out the refuelling is allowed in the refuelling area. It is prohibited to everyone else other than the driver refuelling his / her kart.
- 4.2.5 There will only be one fuel bay open.
- 4.2.6 The driver must bring the kart to the refuelling area at walking pace. The driver must stop and switch off both engines before alighting from the kart, removing the fuel tank cap(s), placing them in the kart seat and pushing the kart into final position. The driver will then hold a fire extinguisher (located in the refuelling area) and be ready to use it.
- 4.2.7 The Fuel Marshal(s) will fill the tanks and replace the caps securely. Until the fuel caps are replaced, the driver is to remain in readiness with the fire extinguisher. When signalled the driver will replace the fire extinguisher and check that the fuel caps are in place and secure. The driver must then push the kart forward out of the refuelling bay. Once clear of the designated refuelling area, the driver may restart the engines and, after seating, continue with the race.
- 4.2.8 No work to kart or driver change is permitted in the “refuelling area”.
- 4.2.9 A fuel stop is defined as bringing the kart to a halt, removing the fuel cap and having the nozzle of the fuel dispenser placed into the neck of the fuel tank. At that point the driver can decline any fuel being dispensed, have the nozzle removed, replace the fuel cap and leave the fuel area.

4.3 Servicing

All teams will be required to have their karts serviced at some point during the race. Servicing is an essential part of the 24 hour race to ensure that the karts are both safe and perform well throughout the race.

A servicing window will open at some point in the race depending upon the track conditions. As a guide, if it is dry the organisers will aim to open the servicing window at around 10pm. If it is wet it will be in the early hours of the morning.

As a minimum the service will involve having the karts thoroughly checked over by the organisers and the front tyres will be replaced. Any component deemed in need of repair or replacement will be carried out during the service. Such items may include but are not limited to the brake pads, calipers, discs, sprockets, engine mounts etc.

4.3.1 Teams will be selected and called in at random to have their kart serviced.

4.3.2 No driver changes are allowed during a service.

4.3.3 No refuelling is allowed during a service.

4.3.4 The service will last for a minimum time of 5 minutes from the moment both engines are switched off and the kart is in position for it to be worked on.

4.3.5 There is no maximum time for a service. Teams will therefore lose out by having to have components replaced and / or repaired.

Drivers are strongly encouraged to drive the karts mindful that repetitive kerbing, power braking and aggressive driving may result in losing time during a service.

4.4 Driver Changes

When & where driver changes are not permitted:

4.4.1 Driver changes may not be performed during a kart service.

4.4.2 Driver changes are not allowed in the refuelling area at any time (only outside of the refuelling area). However, driver changes are allowed once clear of the refuelling area.

4.4.3 Drivers may only receive help pushing their kart once over the first red line on the floor at the exit of the fuel bay.

4.4.4 Driver changes may only happen once in the change over area after the second red line on the floor.

4.5 Kart Malfunction & Kart Damage

4.5.1 From time-to-time karts may develop issues which can arrive from the following:

- Mechanical wear and tear
- Damage due to over aggressive driver (in particular abusing the kerbs too much)
- Accidental crash damage

4.5.2 If your kart develops a mechanical issue or you have crash damage, please return to the pit lane following the procedure below:

1. Enter the pits (slowly)
2. Drive slowly to the mechanic's bay
3. Pull into the Triage box - outlined in red
4. Get out of the kart and remove your helmet (this helps the mechanics to be able to hear what the issue is)
5. Communicate clearly what is happening to the kart. E.g.
 - a) The kart is pulling left / right
 - b) The engine is making a funny noise
 - c) The brakes aren't working properly
6. If you have mechanical knowledge of karts and can explain in more detail, please feel free to do so
7. Your kart will then be taken to the lift by the member of staff
8. You will be asked to stand in the designated area where you will have to wait for the kart to be repaired. You must not enter the mechanics' work area.
9. The mechanics will attempt to repair your kart as quickly as possible.
10. The mechanics will not work on the karts if:
 - a) You are touching the kart
 - b) You or your team are standing in the mechanics bay
 - c) If you or your team are shouting or hurling abuse at the mechanics
11. Performing any repairs to the kart by yourself or by your team will result in your team being excluded from the race. This includes checking tyre pressures.

4.5.3 No replacement kart will be provided at any point during the race regardless of whether the kart has malfunctioned or it has sustained kart damage regardless of fault or blame.

Teams are reminded that this is an essential rule of endurance racing. It is up to the drivers to race in a steady, consistent, non-aggressive fashion to minimise the chance of occurring any damage to the karts.

4.5.4 The majority of crash damage seen at Teesside Autodrome is caused by kerbing which may cause:

- The chain to come off
- Damage to the sprocket
- Damage to the brake disc guard
- Damage to the engine mounts

4.5.5 The part of the circuit that can cause the most damage to the karts are the kerbs through the right left chicane leading up the hill on the West Circuit. You are strongly advised to stay off the kerbs. A tenth or two gained here by hammering the kerbs may very well cause damage to your kart over a 24 hour period; you could lose 15 minutes in the pits so stay away from those kerbs!

4.5.6 If a team keeps coming into the pits with damage caused by kerbing the team may be penalized.

4.6 Race Finish

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

4.6.2 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 FLAGS

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

Union/Lights - 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. Slowly move around to the start-finish straight, do not cross the loop line, wait in single file on the inside of the circuit to allow emergency response to move freely on the circuit if required.

Yellow - Obstacle ahead, caution advised & no overtaking allowed until the obstacle has been passed. See Rule 5.2.

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

Blue - Give way to competitors behind, you are being lapped

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

5.2 Yellow Flags

5.2.1 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.

5.2.2 During this time the driver should ease off the throttle.

- 5.2.3 It is advisable, but not essential, unless directed so by the staff, that each driver should acknowledge the yellow flag by raising his/her hand in the air.
- 5.2.4 All other drivers should treat the raised hand in the same way as a yellow flag and hence should not overtake.
- 5.2.5 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.
- 5.2.6 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.
- 5.2.7 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.
- 5.2.8 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.
- 5.2.9 Penalties, specified by the organisers, will be given to drivers who ignore these signals.

5.3 Penalties

- 5.3.1 Any team found to be adjusting tyre pressures will be disqualified from the race.
- 5.3.2 During the start procedure, any driver deemed to have started the run from the side of the track to the kart prior to the green flag / whistle will be deducted 1 lap during the race.
- 5.3.3 Drivers who knock over or make contact with a cone or tyre wall will receive a 1 lap deduction applied during the race.
- 5.3.4 If a driver is deemed to have left the track and has gained a time advantage by cutting across to another part of the track then the driver will be deducted 1 lap applied during the race.
- 5.3.5 Drivers who gain a position advantage by contact will receive a 10s Stop Go Penalty (black flag)
- 5.3.6 Any driver overtaking under yellow flag conditions will receive a 10s Stop Go Penalty (black flag).
- 5.3.7 Any driver who spins, falls off, or crashes into any stationary karts under yellow flag conditions will receive a 10s Stop Go Penalty (black flag).
- 5.3.8 Any driver deliberately making contact with another driver after the chequered flag will be excluded from the race. Result DNF – 0.
- 5.3.9 Failing to meet the minimum weight threshold of 232KG during a weight inspection will result in a 1 lap deduction per kilo (rounded up) during the race or exclusion from the result of the qualifying session.

- 5.3.10 A driver who does not man the fire extinguisher during a Fuel Stop will receive a 1 lap deduction applied during the race.
- 5.3.11 A driver who speeds in the pit lane will receive a 1-minute Stop Go Penalty during the race. If the penalty cannot be applied, then a 1 lap deduction will be applied after the race.
- 5.3.12 A driver who smokes in the refuelling area will cause the whole team to be immediately excluded from the race. No further participation will be allowed.
- 5.3.13 A driver may not serve a Stop-Go Penalty 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.
- 5.3.14 Drivers must not use dark or tinted visors at any time when floodlights are on. In such circumstances the driver may be black flagged and ordered to change driver immediately.
- 5.3.15 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 at the discretion of the organisers and the team incurring a 10-lap penalty.
- 5.3.16 The Clerk of the Course has the right to make post-race decisions after an inquiry.

5.4 Safety

- 5.4.1 Everyone must always wear gloves when touching the kart, performing driver changes or refueling.
- 5.4.2 Suits, helmets and gloves must be worn correctly and securely. Drivers will black flagged if they fail to comply with this rule.
- 5.4.3 Drivers must not use dark or tinted visors at any time when floodlights are on. See rule 5.3.14
- 5.4.4 Any driver leaving the track more than twice in one stint may be excluded from that stint.

5.5 Insurance

- 5.5.1 Teesside Autodrome and Club100 Racing Ltd are covered by their own public liability insurance.
- 5.5.2 Competitors are responsible for their own personal accident insurance.
- 5.5.3 It is recommended that all competitors take out their own personal accident insurance.

5.6 Behaviour

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

5.7 Rule Modifications

- 5.7.1 Teesside Autodrome & Club100 Racing 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.

6 RULES OF APPEAL

- 6.1.1 The Clerk of the Course and Club100 Racing's decisions are final.
- 6.1.2 No appeals may be made to revoke a decision that the Clerk of the Course or Club100 Racing have made.
- 6.1.3 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 Club100 Racing 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.