CLUB100 evo

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BRITISH UNIVERSITIES KARTING CHAMPIONSHIP

BRITISH UNIVERSITIES KARTING CHAMPIONSHIPS 2025/2026

RULES AND REGULATIONS

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1. CHAMPIONSHIP

1.1. OVERVIEW

The 2025 - 2026 championships will consist of 3 team-based championships: 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. In addition, there will be an individual Drivers Championship.

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

The top 27 teams from the Qualifiers will qualify as Premier Class teams, the next 27 teams will 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.

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

The Premier & Clubman Class Championships will run as a sprint race format:

1.2. DATES & VENUES

1.2.1. The BUKC 2025 - 2026 will run at the following dates and venues:

Fri 14th Nov 2025 – Qualifiers 1 – Whilton Mill
Sat 15th Nov 2025– Qualifiers 2 – Whilton Mill
Sun 16th Nov 2025 – Qualifiers 3 – Whilton Mill

Thurs 29th Jan 2026 – Rounds 1 & 2 Premier / Clubman Class – Buckmore Park
Fri 30th Jan 2026 – Round 1 Intermediate Class – Buckmore Park

Wed 4th Mar 2026 – Rounds 3 & 4 Premier / Clubman Class – Warden Law
Thurs 5th Mar 2026 – Round 2 Intermediate Class – Warden Law

Wed 18th Mar 2026 – Rounds 5 & 6 Premier / Clubman Class – Dunkeswell
Thurs 19th Mar 2026 – Round 3 Intermediate Class – Dunkeswell

Tue 21st April 2026 – Round 7+8 Premier / Clubman Class – Silverstone (TBC)
Wed 22nd April 2026 – Drivers Championship – Silverstone (TBC)
Thurs 23rd April 2026 – Round 4 Intermediate Class – Silverstone (TBC)

1.3. SIGNING ON / LATE ARRIVALS

1.3.1. Arrival for all race days, unless indicated otherwise will be at 7.30am.

1.3.2. The briefing for all race days, unless indicated otherwise will be at 8.30am.

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 2025.

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.

2.2.3. Drivers unable to prove university status through presentation of an in-date student ID will be expected to do so by emailing a BUKC official from a ".ac" email address prior to attending the event.

2.2.4. Club100 reserves the right to spot check individuals student status by requesting team members email a BUKC official from a ".ac" email address. If the student status of at least 3 team members cannot be verified in this way, the whole team will be excluded from the event.

2.3. RACE LICENCES

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

2.3.2. 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.

2.3.3. All drivers competing in any of the championships will need to obtain and hold a valid Motorsport UK Kart K-X licence or any other Motorsport UK race licence.

2.4. MINIMUM WEIGHT

2.4.1. There are various weight thresholds that drivers must meet when competing in the BUKC. Please refer to the format specific rules to determine the minimum racing weight threshold. 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 race seat insert (lead attached to a rubber seat insert is strictly forbidden) as required so long as it is deemed safe by Club100. For more information contact Club100.

Any ballast attached to the kart 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

- Loose ballast in seats is strictly forbidden
- Weighted vests are strictly forbidden

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

2.4.4. Failing to meet the minimum weight threshold during a weight inspection will result in the exclusion of that driver from that race, 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, in which case 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 racing in another team (Premier, Clubman or Intermediate event), then the reserve driver must race in the reserve team **after** they have raced in their normal team. Drivers who have competed as a reserve in any given round will not be able to score points unless undertaking their points eligible race first.

2.5.5. If the team 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 4.2, 4.2, 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 they will Not be Eligible for Points for of the second 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 issuing 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 is as follows:

2.9.3.1. After the Qualifiers, Club100 will be in touch to confirm the exact number of teams entering 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 12th December 2025. 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 notifies 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.

3. QUALIFYING RACE DAY FORMAT

3.1. OVERVIEW

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

3.1.2. Each team must enter four of the six practice/qualifying sessions and four of the six Sprint-Races.

3.1.3. 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.

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

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

3.1.6. The top 27 teams from the qualifiers will qualify through to the Premier Class Championship. The next 27 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.

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

3.2. FORMAT SPECIFIC RULES

3.2.1. No driver changes are allowed during a sprint race

3.2.2. 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.

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

3.2.4. 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.

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

3.2.6. 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 either session will be excluded from that race and be awarded 0 points.

3.2.7. The minimum racing weight limit is set at 75KG.

3.3. QUALIFYING/GRID POSITIONS

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

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. POINTS ALLOCATION

3.4.1. Points will be awarded per Sprint Race in the exact same way described by Rule 7. These points shall be known as Sprint-Race Points.

3.4.2. 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 3 Sprint Race results.

3.4.3. 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 awarded the higher position

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.

4. SPRINT RACE FORMAT

4.1. OVERVIEW

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

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

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

4.1.4. Races will alternate between Lightweight (LW) and Heavyweight (HW) races.

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

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

4.2. FORMAT SPECIFIC RULES

4.2.1. 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.

4.3. QUALIFYING/GRID POSITIONS

4.3.1. A grid generator program determines grid positions for the Sprint-Race Format.

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

4.4. WEIGHT

4.4.1. Races will alternate between Lightweight (LW) and Heavyweight (HW) races. The order of those races will always be: LW, HW, LW, HW, LW, HW.

4.4.2. 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 lightweight drivers, drivers will have to ballast up to 82kg for the HW races. No exceptions.

4.4.3. Reserve drivers or drivers not eligible for points are expected to adhere to the minimum weight rules. Failure to do so may result in that team's best recorded result of the round being classified as an exclusion, and no points will be scored.

4.4.4. In the rare case where an entire team are racing as ineligible. If a single driver is deemed underweight, the entire team shall be excluded from the race meeting.

4.5. POINTS ALLOCATION

4.5.1. Points will be awarded per Sprint-Race in the exact same way described by Rule 7. These points shall be known as Sprint-Race Points.

4.5.2. 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.

4.5.3. 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.

4.5.4. Championship points for the Sprint Format Round(s) will be awarded as described in Rule 7.

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 displayed 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 either session 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. WEIGHT

5.3.1. The minimum weight for all Intermediate sessions is 75kg.

5.3.2. Club100 reserve the right to make weight checks after any given session.

5.4. QUALIFYING/GRID POSITIONS

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

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

5.5. POINTS ALLOCATION

5.5.1. Points will be awarded per Sprint-Race in the exact same way described by Rule 7. These points shall be known as Sprint-Race Points.

5.5.2. 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.

5.5.3. 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 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.

5.5.4. Championship points for the Intermediate Class Championship Format Round(s) will be awarded as described in Rule 7.

6. DRIVERS CHAMPIONSHIP FORMAT

6.1. OVERVIEW

6.1.1. The Drivers Championship is an annual one-off non-points scoring event for individual drivers.

6.1.2. There are 2 main classes:
Lightweights – weighing a minimum of 75KG
Heavyweights – weighing a minimum of 82KG

6.1.3. A maximum of 80 drivers is permitted in each class.

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

6.2. FORMAT SPECIFIC RULES

6.2.1. The format for each class is 3 x 7 minute heats, followed by a 10 minute final. Each heat will be a maximum of 16 kart grids.

6.2.2. Points are awarded for each heat and are used to determine the grid for the A, B or C finals.

6.2.3. For each weight category – Based on a maximum entry of 80 drivers, 26 drivers will automatically qualify for the A + B Finals. The remaining 28 will form the C Final.

6.2.4. Repechage. The top 2 drivers from the result of the C + B Finals will race again off the back of the grid of the B + A Finals respectively.

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

6.2.6. 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.

6.2.7. The Super Final will be a 10 minute race.

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

6.3. WEIGHT

6.3.1. The minimum weight for the Lightweight class is the standard BUKC minimum weight threshold of 75kg. The minimum weight for the Heavyweight class race is 82kg.

6.3.2. The minimum weight for the Super Final will be 82kg.

6.4. QUALIFYING/GRID POSITIONS

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

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

6.5. POINTS ALLOCATION

6.5.1. Points will be awarded per Heat in the exact same way described by Rule 7. These points shall be known as Heat Points.

6.5.2. The total of each driver's points is used to determine the grid position for the A, B and C finals

7. 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					

8. RACE PROCEDURE

8.1. BEFORE THE RACE / QUALIFYING SESSION

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

8.1.2. 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

8.2. PRACTICE

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

Rule 8.2.4 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 permitted to change their kart.

Once competitors receive the chequered flag they should form up behind the Pace Kart.

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

8.2.2. Once the driver starts the race, it will be assumed that they are satisfied with the performance of their kart.

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

8.2.4. During practice, if a driver finds a 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 permitted. However, if the kart testers find that the original kart was acceptable, then that driver will be given an 8 place penalty. See rule 10.1.6 A.

8.3. ROLLING UP / GRID FORMATION

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

8.3.2. 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.

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

8.3.4. 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.

8.3.5. 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.

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

8.3.7. A penalty will be applied to any driver breaking formation prior to crossing the start line. See Rule 11.8 D.B.

8.3.8. 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.

8.4. SPINNING OFF / STALLING

8.4.1. If a driver loses control and subsequently goes into a spin, they 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 penalised. See rule 10.1.6.

8.4.2. 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 10.1.6.

8.4.3. 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, they 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 10.1.6.

8.5. KART MALFUNCTION

8.5.1. During the first half of the race, teams suffering the circumstances listed below will be given the opportunity to choose between being allocated a replacement kart (if there is one available) or taking the points for their position at the time of the failure.

If the failure happens during the second half of the race, the team will be awarded the points for their position at the time of the failure. A replacement kart will not be offered in this circumstance.

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

8.5.2. 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.

8.6. RACE FINISH

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

8.6.2. After the chequered flag has been displayed, and the driver has passed the finishing line, the driver must slow down and stop where direct, driving as if under Yellow Flag conditions.

8.7. KART DAMAGE

8.7.1. During the race, if a team sustains obvious crash damage, they will have to wait for it to be repaired.

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

8.7.3. If a kart has obvious crash damage the above rule will apply regardless of fault or blame.

8.7.4. If the driver does not complete the race, the result will be classified as DNF.

9. FLAGS

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

Green Lights on digi-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 9.2.

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.

9.2. YELLOW FLAGS.

9.2.1. 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.

9.2.2. During this time the driver should ease off the throttle but must not slow down so much that the kart becomes an obstacle itself. Drivers are expected to maintain the gap between themselves and the kart directly in front of them.

9.2.3. **Full Course Yellows –** Circuit neutralised. Marshals will display SLOW boards + waived yellows. No overtaking and slow down to 50% race speed. Drivers are expected to close the gap to the driver in front, forming a single file train of karts. Drivers may resume racing/overtaking ONLY after the start line once the green light/flag is shown.

9.2.4. 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.

9.2.5. 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. PENALTIES

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

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

10.1.3. 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.

10.1.4. 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.

10.1.5. 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.

10.1.6. 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

- Four 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.

- Two position deduction

G. Carburettor adjustment.

- Whole team penalised in accordance with rule 10.1.5

H. Deliberate use of contact. After two warnings:

- Two position deduction

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

- Four position deduction

J. Forcing a driver wide 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
- Deliberately forcing another driver off the circuit.
- Black flag and immediate exclusion (0 points)

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

- Four place deduction

M. Overtaking under a yellow flag

- Four position deduction

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

- Four position deduction

O. Speeding or racing under a yellow flag:

- Two position deduction

P. Omitting any part of the circuit:

- One lap deduction

Q. Knocking over or contact with a cone, tyre wall or safety block:

- After a warning - One position deduction

R. Deliberate or excessive use of rumble strips/kerbs is prohibited. After two warnings:

- Two position deduction
- Deliberate or excessive violations of track limits is prohibited. After one warning
- Two position deduction
- Any track limit warning applied during qualifying will result in the driver losing their fastest lap of the session

S. Allowing kart to roll back across the circuit after a spin:

- and causing a collision - Exclusion at the end of the session (0 points)
- and compromising another driver's track position – Four position deduction.

T. Re-joining the circuit from a stationary position in an unsafe manner (e.g. after a spin)~~:~~

- 6 position deduction if it causes a collision
- 3 position deduction if it compromises another driver's position

U. Restarting on a grass area from a stationary position.

- 4 position deduction

V. Abandoning a kart on circuit, unless advised by a Club100 official.

- Exclusion (0 points)

W. Underweight or ballast does not conform to specification

- Exclusion (0 points)

X. Underweight ineligible driver (i.e. driver not scoring points for the team):

- The team's best race result can be excluded (0 points)

Y. Deliberately making contact with another driver after the chequered flag:

- Exclusion (0 points). Note retaliation of any type: Exclusion (0 points)

Z. Spinning after the chequered flag:

- 4 position deduction

10.2. Any team or driver committing more than one offence of either 10.8.I 10.8.J, 10.8.K or 10.8.L will result in.

Exclusion at the end of the race (0 points)
If the driver is an ineligible competitor a straight black flag will be issued. Race over.

11. GENERAL

11.1. SAFETY

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

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

11.1.3. 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.
- Club100 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.

11.2. TRANSPONDERS

11.2.1. 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 £400 + VAT for a replacement.

11.3. INSURANCE

11.3.1. 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).

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

11.4. BEHAVIOUR

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

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

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

11.5. RULE MODIFICATIONS

11.5.1. 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.

11.5.2. Any further regulations will, where possible, adhere to Motorsport UK NCRs.

12. TYRE PRESSURES

12.1.1. 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.

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

13. CHAMPIONSHIP POSITIONS

13.1.1. The best 7 results from the 8 rounds will count towards the results for the Premier and Clubman Class Championship.

13.1.2. The best 3 results from the 4 rounds will count towards the results for the Intermediate Class Championship.

13.1.3. 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.

14. RULES OF APPEAL

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

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

14.1.3. 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.

15. VIDEO ASSISTED OFFICIATING

15.1.1. Club100 may, where possible, use video camera footage to support decisions by the clerk of the course and / or their assistants.

15.1.2. Only video footage collected by Club100's video cameras is admissible.

15.1.3. For the avoidance of doubt, no video footage will be accepted from any driver, spectator or third party.

Appendix 1

a. By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code as follows:

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

You 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.

b. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report **the matter to the Motorsport UK who may Impose appropriate penalties which can include** loss of Championship points and/or race bans through to Championship Expulsion.

c. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.