



CHAMPIONSHIP RULES AND REGULATIONS 2024

V4.5

1 CONTENTS

2	Key	3
3	Championship Regulations	3
4	Race Regulations	5
5	Specific Rules & Regulations	16
6	Technical	22
7	Flags.....	29
8	List of Penalties	30
9.	Change Log.....	32

It is the sole responsibility of each team and all of its drivers to have read and understood these regulations prior to participating in any of the championship rounds.

2 KEY

There are different sections to these rules and regulations.

CR= Championship Regulations.

RR = Race Regulations.

SRR = Specific Race Regulations.

TR = Technical Regulations.

3 CHAMPIONSHIP REGULATIONS

Championship Officials

Clerk of the course	Luke Ladley-Ellmers
Scrutineer	Kelvin Nicholls
Timing	Alpha Timing / Luke Ladley-Ellmers
Series Co-ordinator	Mark Beaumont

Whilst the organisers of the series will endeavour to use the same officials at each of the rounds this may not always be possible so is therefore subject to change at short notice.

CR2. Competitor and Team Eligibility

Each team must be registered for the championship and eligible under "Race Regulations".

CR3. Registration

Acceptance of registration by the organisers is deemed to be acceptance of and agreement to all of the regulations. Further details can be found in SRR'S

CR4. Championship Points Scoring

Win = 50 Points
2nd = 46 Points
3rd = 44 Points
4th = 42 Points
5th = 41 Points
Less 1 point for each position thereafter.

Pole Position	= 1 point (Awarded to each class)
Fastest Race Lap	= 1 Point (Awarded to each class)

CR5. Awards & Presentation

Each team that completes the full race distance will be expected to attend the presentation regardless of finishing position. The presentation will be held in the café area or suitable area as soon as possible after the chequered flag.

CR6. Team Names

Team names may be company names or otherwise but must not be considered by the organisers as offensive or rude.

CR7. Championship Race Numbers

Unique Race numbers can be chosen for a team when booking opens up for Round 1. Only one number can be reserved upon payment of the first round. Numbers are strictly on a first come first server basis.

Number 0 & 1 will be reserved. Numbers can be chosen up to 999.

Different coloured plates are used depending on the class that you are racing in.

CR8. Clerk of the Course

The Clerk of the Course appointed for the championship and each event will have total jurisdiction. The Clerk of the Course's decision is final and binding on each team and every driver.

The Clerk of the Course reserves the right to alter or change any regulation with little or no notice, For instance in force major circumstances or with a majority decision of teams/drivers.

Whilst penalties for various offences are listed in the rules and regs it is at the discretion of the Clerk of the Course to administer a different penalty to the one listed if he deems fit.

For offences not covered in the list of penalties the Clerk of the Course has the sole discretion and penalties may vary from a verbal warning to exclusion of the entire team from the championship.

4 RACE REGULATIONS

RR 1. **Organisation**

The Race Organisers are detailed in SRR's. The Race Organiser's representatives will be present at the event and will normally be contactable at Race Control.

RR 2. **Event Officials**

A Clerk of the Course and Scrutineer will be appointed for each event. Deputies may also be appointed to assist. The Clerk of the Course will have full control over the event including the imposition of penalties. If any matter arises that is not specifically described in these Race Regulations, the Championship Regulations, the Specific Race Regulations or the Technical Regulations, the Clerk of the Course may decide to apply his own or the track's ruling.

For matters that have been conveyed in writing, not during an event, for example, Championship points allocation, teams have seven days from the date of publication to make a written submission to the Championship Organiser, which will set out the cause of their disagreement. If the team and the Championship Organiser cannot agree, they will submit their respective cases to the Clerk of the Course either in writing or in person, as he may decide, and he shall make a ruling which shall be binding on both parties. If the Clerk of the Course agrees to hear the dispute in person, he may restrict representation to one person per party.

RR 3. **Event**

The Race Organisers have arranged Kart Endurance race(s) to be held under the provisions of these Race Regulations, the Specific Race Regulations, the Championship Regulations and the Technical Regulations, as may be modified and notified to the teams of competitors.

RR 4. **Karts**

Only karts complying with the Technical Regulations are eligible.

RR 5. **Competitors Eligibility**

A competitor must satisfy the Clerk of the Course of his/her competence to race. The Clerk of the Course may exclude any driver whose practice times or driving are unsatisfactory.

Competitors must comply with any particular requirement or byelaw of the Circuit. The minimum age of any competitor is 16 unless otherwise stated in the Specific Race Regulations. Drivers under the age of 18 must ensure that all paperwork is countersigned by a Parent or Guarantor who must be in attendance at the event and be available to attend with the minor if the driver is required to be interviewed by an Official of the event or penalised by the Clerk of the Course.

Any drivers found or suspected of having taken alcohol or any drug on the I.O.C. list of prohibited substances will be immediately excluded. This will also result in exclusion of the team.

The minimum/maximum number of drivers and/or driver changes are stated in Specific Race Regulations.

RR 6. **Behaviour of Competitors**

If a competitor or team member:

- Is accused of bringing the Sport into disrepute or
- Uses abusive language, threatening behaviour, assault or threat of assault or has driven dangerously or recklessly.

They will be excluded from the event and the team will incur a 10 lap penalty. For very serious indiscretions the whole team may be excluded from the event or series.

RR 7. **Apparel/Clothing**

Drivers must wear suitable protective clothing whilst racing, comparable with current NKA/MSUK standards. All clothing must be in good condition free from holes, tears, etc., and to the satisfaction of the organiser. Kart race suits bearing current registration marks are acceptable. Or one-piece leathers (or two-piece provided they are securely "zipped" together).

Drivers are advised to wear under garments that provide fire resistance. Race suits must be securely fastened and must be properly done up whilst racing. Waterproof over-suits may be used provided they are over an approved race suit. Proper racing boots are recommended, all footwear should provide ankle protection. Gloves, either fabric material or leather, must be worn. Neck braces and rib protectors are recommended.

Drivers must wear a crash helmet that fits correctly and is comparable with current **NKA/MSUK** standards and is correctly fastened at all times.

RR 8. **Tinted Visors**

Drivers are permitted to use Tinted Visors during the race providing they are fixed correctly according to the helmet manufactures fixings and "day light" conditions.

Tinted Visors of **any type** are strictly not permitted in "low light" conditions. "Low light" conditions apply from the moment the track flood lights are turned on.

Any driver using visors that do not adhere to the rules will be called in to the pits.

RR 9. Registration

Where Registration is required for an event the details will be set out in the SRR's.

It is expected that any Championship Series will require Registration and the details are to be set out in the Championship Regulations.

RR10. Entries

Entries must be made ASAP prior to the event, with the correct entry fee and be delivered to the Race Organizers along with the correct race and transponder numbers.

Entries will be accepted on a first come, first served basis up to the maximum number of teams stated in the Specific Race Regulations. The Race Organisers have the right to refuse an entry for whatever reason.

RR11. Entry Fee Refunds

Entry Fees are not refundable.

RR12. Cancellation

The Race Organisers may cancel the event if the number of entries is insufficient to make the event worthwhile, or due to any other circumstances beyond the control of the organisers.

RR13. Advertising

No tobacco advertising is permitted.

RR14. Signing on

Upon arrival at the event, teams must report to Race Administration, comply with the Race Organiser's established procedure for "signing on" and complete such paperwork as is required by the Race Organisers. Teams are required to submit details of their kart and drivers, etc. and complete the kart self-declaration form.

RR15. Scrutineering

Teams must ensure that their vehicle is prepared to a suitable standard and is safe in operation for the speeds likely to be reached. All drivers and karts must be prepared for any inspection which the organisers wish to conduct, at any time throughout the meeting.

RR16. Briefing

All drivers will attend a driver's briefing by the Clerk of the Course.

RR17. Practice/Qualifying

Each driver must complete a minimum of three laps of the circuit during this time.

RR18. Grid positions

The team with the fastest lap time will be in pole position and so on to the slowest fastest lap time which will be last on the grid. **Karts will be lined up in grid formation on the dummy grid in the paddock.** The grid will be closed **five minutes** before planned race start. Only the driver and officials are allowed on the circuit from this time until completion of the race.

Any team not in position at this time will start from the pit lane and join the race behind the last driver on the grid, at the end of the formations laps i.e. race start.

RR19. Starts

Typically starts will be Rolling Starts, When signalled to do so, the drivers will set off at a steady and even pace on a minimum of one rolling lap. It is the driver's responsibility to make sure they start in the correct qualifying position. Teams will be penalised if seen to be out of position at race start, i.e. when crossing the start line.

If the starter is satisfied with the relative positions and speed he will signal the start of the race. If the pace is too quick or drivers are not in formation, the karts will complete another lap in formation and approach the start-line again. The race will be started by showing the grid the Green lights (Green Flag if lights are not working).

If pole driver or number two is considered to be going too fast or another driver breaks formation, the team will be penalised in accordance with the List of Penalties. Weaving, falling back in order to accelerate, or practice starts on the rolling laps are not permitted.

Drivers are not permitted to move/change lanes until they pass the start/finish line.

Alternatively, in certain circumstances and at the Clerk of the Course's discretion, all of the rolling lap(s) may be controlled by a pace vehicle.

Excess weaving is not permitted. Any driver falling out of their designated position during the rolling up lap(s) must re-join at the back of the field.

RR20. Timing and lap scoring

Timing and lap scoring will be computerized, utilising small electronic transponders fixed to each kart. Any person found attempting to tamper with this equipment will be excluded, along with their team.

Holders for the transponders may be purchased from the Race Organisers (if available) and must be securely attached to the kart with lock wire or cable tie(s) and at least one bolt, which should go through the hole in the closed end of the holder. Holders must be attached to the back of the seat.

In the unlikely event of failure of the timing system the race will be stopped. The re-starting order will be the last available printed race order.

Teams are responsible for monitoring the lap scoring system and notifying the Race Organiser of any malfunction.

RR21. Flag Signals

Competitors are reminded that all flag signals must be obeyed immediately and a list of flags and their meanings is attached.

RR22. Breakdowns on track

Broken down karts must be returned to the pit area if possible. If not able to be driven they shall be pulled to a place of safety, clear of the race traffic. Under no circumstances are karts to be pushed back to the pit area along the circuit. This is unsafe for the driver and a hazard to the other competitors.

Subject to obtaining prior consent of the Clerk of the Course, other signed-on team members may be permitted on the circuit to assist with the recovery of the broken kart which may be pushed on a trolley or carried alongside the track edge (in the same direction as the race unless otherwise directed) but only when that sector of track is controlled by a yellow flag. A marshal's instruction must be complied with. The Clerk of the Course may decide to control the race with a pace vehicle or yellow/black quarter flags and issue his directions concerning the recovery of a broken kart.

RR23. Pace Vehicle

A pace vehicle may be used to control the race. In these circumstances, karts must immediately slow and form up behind the pace vehicle.

Karts must not overtake each other or the pace vehicle, unless so directed. Drivers wishing to exit the circuit at this point must wait circuit-side of the scales, which will remain closed throughout the pace vehicle period. Any karts in the pits at the start of the pace vehicle period may rejoin after the last kart in the line behind the pace vehicle.

RR24. Refuelling Stops

Refuelling 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. These rules must be strictly adhered to and the penalties noted in the List of Penalties reflect the seriousness of the organisers' views. Under no circumstances is anyone, other than the team carrying out these requirements allowed in the designated refuelling area.

This is a strictly **No Smoking Area** and is an area prohibited to the public or teams, other than the team that is fuelling.

- a. Only fuel which has been purchased from local sources as “unleaded petrol” shall be permitted to be used. Octane boosters or other additives are not permitted and fuel samples may be taken and tested at any time.
- b. Refuelling must only take place within the area designated by the organisers as the “refuelling area”.
- c. One member of the team will push the kart from the engines off limbo bar to the refuelling area. The driver must get out of the seat before the limbo bar with the fuel cap removed, he must pass the kart under the bar to the fuel bay marshal before fuelling commences.
- d. The fuel bay marshal will fill the tank and then a member of the team replaces the cap(s) securely. Until the cap(s) are replaced, the kart must remain stationary. **After** the cap(s) is replaced, the kart must be pushed out of the refuelling area with the same driver that pitted. Once clear of the designated refuelling area, the driver may continue down the pits to the designated driver change/engines on area.
- e. No work to kart or a driver change is permitted in the “refuelling area”.
- f. A kart cannot refuel after it has been in the pits for repairs; it must exit the pits, make a minimum of one circuit and re-enter the pits. It is permitted to refuel before making repairs.

RR25. Repairs/driver changes

Repairs may only be carried out in the designated pit area. Any team obstructing another team or teams will be penalised.

Driver changes will take place in the designated pit area. Drivers may change as frequently as desired, unless otherwise stated in the Specific Race Regulations.

RR26. Tyres

Slick dry weather tyres must be used unless the Clerk of the Course declares the event “Wet”, in which case the teams will all change to wet tyres within fifteen minutes of the declaration.

If the Clerk of the Course declares the race “Open”, the teams may choose either wet or dry tyres. Treaded and un-treaded tyres must not be mixed. Tyres must be that stated in the SRR's.

RR27. Driving karts when not on the circuit.

Engines must be stopped and karts pushed once they are passed the designated spot for "Engines Off". This may involve a bar or tape which has to be negotiated. It is not permitted to drive them through the pit lane, all karts must be pushed at walking pace down the length of the pit lane and to the "Engine Start" area. They are not to be driven in the paddock area. The driver must remain in the seat up until the driver change area. **This is applicable throughout the race event, i.e. during free practice, qualifying and the race.**

Competitors are reminded that all circuits have restrictions concerning noise. It is the competitor's responsibility to ensure that engines are not started before or allowed to run after the times permitted by the circuit. Failure to comply could jeopardise the future use of the circuit. Miscreants will be dealt with most severely and may even be excluded.

RR28. Re-joining the circuit

Drivers must exit the pits safely and not rejoin the circuit until it is safe to do so, or block or otherwise interfere with the karts racing on the circuit. On exiting the pits drivers should keep to the left of the dividing line. It is also the responsibility of drivers along the main straight to keep to the right hand side of this line.

RR29. Weighing

Scales will be available for use prior to race commencement.

They will be situated at the entrance to the pit lane and karts must be weighed each time they leave the circuit. Drivers must stop before the scales and drive on slowly, **when invited by the scales marshal.**

If found underweight, the weighbridge official will ask the driver to "initial" the weight "record" sheet and will report to the COC who will administer the penalty.

Penalties for being underweight are in the List of Penalties. (See SRRs)

NOTE: At this point ONLY the driver can request an immediate re-weigh and will be allowed to pull their kart back "off" the weighbridge and then drive back on to the weighbridge. If still underweight they must then sign the weight "record" sheet. **This will only be permitted when it will not impede any other teams in a queue waiting to weigh. In this instance the driver must decide whether to accept the penalty or wait in the scales area until such time as the scales become available once more.**

RR30. Race Stops

If it is necessary for the race to be stopped, red flags will be shown whereupon drivers will slow to a reasonable speed, raising one arm to indicate to following traffic their intentions and proceed cautiously to the grid prior to the start-line or stop if the track is blocked or as otherwise directed by an official of the event. Drivers should position themselves to one side of the track to allow passage for an ambulance or other road vehicle.

Overtaking is not permitted after the red flag is shown.

During a red flag, scales are closed, re-fuelling closed. Anyone entering the pits after this will form a queue track side of the scales. The scales and fuel will not re-open until the re-started race has crossed the start/finish line for the first time in race condition (with green flag or light).

Any teams in the pits who have completed fuelling and was in driver change area (or ready to do driver change) can start from the pit lane once the re-started race has crossed the start/finish line for the first time in race condition (with green flag or light).

Any teams making mechanical repairs in the pits at the time of the red flag must stop work, and only re-start work once the re-started race has crossed the start/finish line for the first time in race condition (with green flag or light).

In due course **all karts on the circuit when the red flag was displayed** will be directed around to a suitable point on the circuit and re-gridded according to the last available print out. They will form up line astern. At the restart these teams will perform one rolling up lap (or more at the CoC's discretion) and the race will recommence once they cross the line with a green light or flag.

Any kart damaged on circuit at the time of the red flag, whether they were involved in the red flag incident or not, will not have any repair made to them (unless this can be accomplished by the driver, without any tools or spare parts), but will proceed around the circuit and join the queue at the scales.

All drivers in their karts on circuit at the time of the red flag should remain track-side with their vehicle (unless instructed otherwise by the CoC). They must not accept anything or take anything from their kart or accept any outside assistance (at the CoC's discretion, liquid refreshment may be passed to the driver).

Any time lost by race stoppages shall be disregarded. The race will end at the expiry of the stated duration regardless of any stoppages.

The Clerk of the Course shall have the power to abandon a race and declare the result at that point.

RR31. Repairs during race stoppage

Teams wishing to effect repair during this period may do so on the track provided no tools or spares are brought out on to the track and the work is carried out only by the driver. Teams requiring work on their karts are not permitted to remove their karts from the circuit until the rolling lap commences, **when they must join the queue at the circuit side of the scales.**

RR32. Restarts

Where possible, competitors will be given five minute warning of the restart. The race will be restarted in single file in the same race order as the last available printed sequence, typically -1 lap or where possible. There will be a minimum of one rolling lap before the restart.

RR33. Driving Standards

Drivers must conduct themselves at all times in a manner consistent with the general safety of themselves and others.

Drivers are reminded that there is considerable variation in the skill and pace of drivers.

Slower drivers must pay attention to the faster drivers catching them and should indicate which side the faster driver should pass by pointing.

Faster drivers must take care passing slower drivers.

The organisers advocate a raised arm signal on approaching a yellow (or red) flag or slowing to leave the circuit.

Drivers must obey the signals and instruction of officials and marshals of the event. A summary of flags that may be used and their meanings is appended.

Blocking or weaving to prevent a faster driver from passing is not permitted.

Competitors are reminded that the edge of the track is marked by white lines (or in the absence of white lines, the edge of the track surface). Karts should not drive off the edge of the track and a driver doing so and gaining advantage will be penalised. Any driver seen persistently or deliberately missing corners may be black flagged. If a kart leaves the circuit either accidentally or deliberately, the driver is to re-join at a point nearest to the place where he left the circuit.

Any driver observed using a "cut through" will be deducted that lap.

Novice drivers shall show a yellow plate with a black cross to the rear of the kart, **for 3 rounds.**

Team leaders must ensure that novice drivers in their team attend the Novice Drivers Briefing.

RR34. Race Finishes

At the end of the race, which shall be when the race leader next crosses the Start/Finish line after the end of the prescribed duration.

The chequered flag shall be shown at the Start/Finish line. Drivers will slow down to a steady pace remaining in the same order and make their way back to parc ferme in the paddock area. Overtaking is not permitted after the chequered flag.

RR35. Results

All results will be given out at the end of race presentation.

RR36. Awards

Trophies/Cups will be provided by the Race Organisers for First, Second & third, places for each class or as otherwise noted in the Specific Race Regulations.

RR37. Penalties

The Clerk of the Course is empowered to penalise teams for not complying with the Race Regulations, Championship, Specific Race or Technical Regulations.

The List of Penalties is attached.

During the period from commencement of a penalty until completion, no work may be carried out on the kart.

No driver that is in the pits for a penalty is permitted to receive fuel or complete a driver change.

RR38. Telemetry

The use of telemetry is permitted. The Clerk of the Course must have previously approved its use by any team and the actual location of beacon. Each beacon must have the team name clearly marked. Any unauthorised beacon or beacon placed in an unauthorised place, will be removed and the team may have their practice times disallowed or if, during the race, may be excluded.

If there is any interference (or risk of) the Clerk of the Course may require that all such devices are removed from track edge and switched off.

RR39. Driver Pit Radio Communication

The use of devices to communicate between driver and pit is permitted providing all cables on the driver are safely fitted.

The driver must not be at further risk due to any additional equipment carried. Any team found to be interfering with the radio channels used by the officials will be excluded from the series.

RR40. On board camera equipment

The use of kart or driver cameras is permitted but is subject to the satisfaction of the Scrutineer and Clerk of the Course.

Any team/driver wishing to use such equipment must report their intentions to the Clerk of the Course on signing on.

The clerk of the Course may then require the device and mountings to be inspected by the Scrutineer.

5 SPECIFIC RULES & REGULATIONS

SRR1. **General**

Rye House Pro Kart Endurance Championship (RHPK) 2024:
The Rye House Pro Kart Championship will be operating in accordance with these Specific Race Regulations.

SRR2. **Championship Officials**

Championship Organisers: Motorsport World

Clerk of Course:	Luke Ladley-Ellmers
Chief Scrutineer:	Kelvin Nicholls
Administration:	Sam Green / Luke Ladley-Ellmers
Website & Series Co-ordinator:	Mark Beaumont
Time Keeper:	Alpha Timing / Luke Ladley-Ellmers

SRR2. **Signing on/ Registration**

Before testing each team and driver must report to the main office to sign a disclaimer, this disclaimer is deemed as your acceptance of the rules and regulations for both testing and the event.

Only teams/drivers that have signed the disclaimer and paid for practice are allowed to enter the pit lane area and its surroundings.

SRR3. **Testing/Practice**

Exclusive testing prior to the race is dependent on a minimum of 20 teams entered 10 days prior to the event and will be confirmed on the forum. Testing times may vary and it is the responsibility of each driver to check the recorded track information the night prior to the event.

During the testing session, it is recommended that all teams have the correct transponder fixed to the rear of the seat on the kart which they have entered in to the race. This period will be used as a sensor check to ensure the smooth running of the event. Every driver is expected to obey all flag signals and rules when on circuit.

Drivers/teams should be aware that there is nothing the circuit can do about laps/time lost as a result of a transponder failure during qualifying or race.

SRR4. **Briefing**

All drivers must attend the driver's safety briefing. Any driver not present at the drivers briefing will not be permitted to join the race.

Any driver who is found to be in the kart on track that has not attended the briefing will be excluded along with the team from at least that event.

SRR5. **Qualifying**

When a 30-minute period is given for qualifying, each team can do as many laps as they like. Teams may use any registered driver of that team during this period.

Teams must not intentionally interfere with any other teams qualifying session. The results of qualifying will be issued to the pit lane marshal as soon as is possible.

Teams may view the qualifying times at race control on the monitors provided for the drivers but must not enter the timing tower during this period.

The event organisers aim to run the qualifying session between 13:30 and 14:00 hours (or as otherwise notified). Each team must qualify meeting all regulations including weight.

Throughout the season the Qualifying format may change to a selection of different RHPK Formats, these include – 1 Lap Qualifying & F1 Style, Session based qualifying sessions.

SRR6. **Dummy Grid**

After qualifying, each team must place their kart on to its correct grid position number on the **pit lane** dummy grid by **five minutes before planned race start** to allow any pre-race Scrutineering, **or media sessions**. To ensure a smooth race start, **the pit lane dummy grid may be used in advance of the race start**.

Once the kart has been placed on to the dummy grid it may not be removed from this area without permission from the Clerk of the Course. The organisers reserve the right to inspect any kart at this time.

SRR7. **Race**

The race will start as close to the start time as possible (or as otherwise notified) and will run for a period of 4 hours (or any other duration as notified).

During the race each team must make a minimum of **3** driver changes and this must be done in the designated driver change area (**although different race durations might require a different amount of driver changes to be specified**). Any driver changes outside of the designated area will not be deemed as a change by the organisers.

Whilst making a driver change in this area you are permitted to remove or add lead to the kart and you may also lube chains but no other work can be carried out in this area. All other repairs must be carried out in the main pits area, at the opposite side of the pits to the circuit.

From the moment qualifying starts and for the rest of the qualification and race duration, you must be weighed at the scales every time you leave the circuit, for whatever reason. You must drive on to the weighbridge at a walking pace only, each and every time you enter the pit lane. Any team failing to do so, will be penalised accordingly.

During the practice, qualifying and race you are not permitted to drive your kart down the pit lane. Your kart must be pushed by **one** member of the team from the Engines off sign at the start of the Fuel/Pit lane throughout to the designated driver change area.

SRR8. **Weigh Bridge**

The minimum weight for all teams is **185kgs** and it is the responsibility of the team to ensure that the weight added to the kart is securely fastened.

There is a weigh bridge Marshal who will record the weights of every team that enters the scales. Once the weigh bridge marshal is happy that you are above the minimum weight he will signal for you to drive off.

If found underweight, the weighbridge official will ask the driver to "initial" the weight "record" sheet, whilst still on the scales and will report to the COC who will administer the penalty.

NOTE: At this point ONLY the driver can request an immediate re-weigh and will be allowed to pull their kart back "off" the weighbridge and then drive back on to the weighbridge. If still underweight they must then sign the weight "record" sheet (see RR29).

Each driver/team must ensure that they do not leave the weighbridge until satisfied that they have been marked down correctly. If a driver feels a need to dispute the weight stated by the Scales or the Marshal then they must remain at the weigh bridge with the kart under full view of the marshal and the Clerk of the Course will be called. Teams found underweight will be penalised. (See penalty sheet)

SRR9. **Pit Lane**

Once Qualifying has started through to the end of the race karts must not be driven down the pit lane. On entering the pit lane from the entry located next to the weigh bridge engines must be turned off and the kart must be pushed down the length of the pit lane. Engines cannot be re started until the sin bin area located near the pit exit.

When leaving the pit lane there is a diagonal yellow line which you must keep to the left-hand side of. It is the driver's responsibility to exit the pit lane safely. This yellow line must not be crossed either when leaving the pit lane or driving down the main straight.

SRR10. Fuel Bay

The dispensing of fuel will be done by the fuel bay marshal with a team member present and ready with a fire extinguisher (provided by the organiser) in case of emergency.

The driver must ensure the cap(s) are placed back on the tank correctly and securely **before leaving the fuel bay.**

The team must then push the kart out of the fuel bay. Driver changes and work on the kart are not permitted in the area. This includes the adding and removing of any lead. (See RR23)

SRR11. Driver Changes

All driver changes must be carried out in the designated driver change area (Area will be stated at the drivers briefing)

Karts must come to a complete stop before changing drivers.

If a team is not changing drivers they are required to come to a complete stop in the designated area, get out of the kart and run one full circle around the kart before re-starting their engines to re-join the track. Failure to comply will result in a penalty. **For the avoidance of doubt, one full circuit of the kart means that the driver must exit the kart, move around the full length and width of the kart and get back into the kart on the same side they exited from initially.**

Teams are required to make a minimum of **3 stops (or as otherwise advised for different duration of races)** during the race but are allowed to make as many stops as they wish. A marshal will record how many stops a team makes throughout the duration of the race.

Lead can only be added or removed in the designated driver change area whilst the kart is stationary, engines off. Karts may be lubed but no other work on the kart is permitted in this area.

SRR12. Sin Bin

If you have been shown a black flag you must return to the pit lane on that lap and report to the sin bin.

Teams are not permitted to instruct their drivers not to come in whilst they are discussing the penalty trackside. The penalty has been given and is not up for debate.

You cannot refuel, change driver or do any mechanical work on the kart at this point. The marshal will then explain why you have been shown a black flag and will then administer the correct penalty (see penalty sheet).

During the time penalty drivers or member of the team must not argue the decision with the marshal or further penalties may be added. The marshal will record all penalties throughout the race.

SRR13. Eligibility

There are no minimum/maximum drivers per team. However, one original team member has to be present throughout the RHPK Season.

In the spirit of RHPK we ask teams to remain as static as possible. Any new/replacement drivers into Clubman teams will be reviewed on a case by case basis and if deemed to alter the pace significantly, the team could be promoted to Super.

The minimum age for drivers is 16 years old unless prior arrangement is made with the clerk of the course and a current MSA kart national B licence is in place.

SRR14. Entries

A maximum number of 36 karts are permitted to enter each race.

Entries will be taken on a first come first served basis. Only receipt of full payment constitutes a race entry.

On entering each team must issue the organiser with the current race and transponder number. Teams must also issue the organiser with the team name and correct spelling.

New Teams will be issued with a Team Number representing their class, the team are unable to choose their number, it will be provided by the track.

SRR15. Tyres

Only the following tyres are permitted.

Dry- Yokohama ED
Wet - Yokohama SS/SLO3

Any team found to be altering the compound of the tyres including the use of softeners will be excluded.

The organisers retain the right to ask any team to exchange their used competition tyre set for a set supplied by the organisers. In this instance the competitor's original competition set would be retained by the organisers and might be subject to further inspection. Refusal to comply, or any conditioning subsequently discovered with a tyre set would render the complete team banned from future Rye House events.

SRR16. Boundary and White Lines

The white lines indicating the edge of the circuit must not be used. The only exception to this is the outside line around stadium bend.

Teams seen to be gaining an advantage by leaving the circuit/4 wheels off the white lines will be penalised.

SSR17. Driving Standards

Drivers must drive with the safety of themselves and others at all times. Advantage by contact will result in a black flag and time penalty. (See penalty sheet) At the discretion of the clerk of the course you may avoid a black flag if the position gained is given back. A driver should signal to the driver behind to retake that position. The same applies if you accidentally overtake under a yellow flag. Drivers will only be given one lap in which to give the position back.

Drivers must not weave or aggressively block. A kart may change direction once on the main straight but any more than once will be deemed blocking. Drivers must obey all flag signals and instructions given by the officials.

SSR18. Awards

The championship is divided into three separate classes. **Super, Pro & Clubman.** Trophies are awarded for 1st to 3rd place in Super, Pro and Clubman classes. The presentation will be carried out ~20 minutes after the chequered flag. Further details are listed in the championship regulations.

Each team that completes the full race distance will be expected to attend the presentation regardless of finishing position.

Whilst the rules and Regulations have been put into place the Clerk of the Course has the final say on any issues prior, during and after the event.

6 TECHNICAL

1. Scrutineering

Competitors should work on the basis that if any process is not clearly stated as being permissible, then they should accept that it is illegal.

1.1 Karts must comply with these technical regulations and the **latest version of the GX160** technical regulations at all times during official practice and racing. It is the competitors' responsibility to ensure that their kart complies.

1.2 Technical checks may be carried out before, during and after practice and racing. The scrutineers are empowered to undertake any form of verification they deem necessary. The scrutineer will pay special attention to ensure that the finish of all components match those of the standard unit and reserve the right to check any suspect part from a competitor's engine/s directly with a standard part as supplied by Honda (UK).

Checks will be carried out to ensure that tolerances are within those specified by the Honda Workshop Manual; where such information is not available a ruling will be sought, and be binding to all parties. A representative chosen by the organizers will undertake any form of verification deemed necessary. Engines must comply with these regulations and the **MSUK** Homologation Papers for these engines, obtainable from **MSUK Ltd.** www.motorsportuk.org

1.3 The scrutineer may select one or more karts at any reasonable and appropriate time from which the engine(s) shall be removed. They also reserve the right to take away an engine or engines for inspection and dynamometer testing if they wish. Engines may be returned to competitors without reassembly.

1.4 If an infringement has been found to exist, the driver is liable for an inspection fee in addition to any penalties.

1.5 Karts must be recognized Pro Karts and have originated as a Pro Kart, by the manufacturer's definition and specification. The kart must satisfy the scrutineer that it is safe, is of a construction strong enough, and has brakes, wheels and steering adequate for speeds likely to be attained. It should not include any components of a temporary character, nor present any undue hazard to its driver or other competitors. The chassis must be of one piece construction, either brazed or welded. It must be constructed from magnetic steel tubing whose cross section is free. No form of chassis frame control such as pivots, dampers or similar devices is permitted. With the exception of those required for seat fixing, no additional holes may be drilled in the rolling chassis, whether for lightening or any other purpose.

- 1.6 Any kart damaged or breaking down on the circuit during an event may be returned to the designated pit area for repair and must be checked before being allowed to continue. Such checks will place emphasis on the safety of the kart in respect of securely fitted bumpers, seat and other equipment; freedom from sharp protrusions which could cause injury or damage; and correct operation of the brake/throttle/steering.

On being removed from the racing circuit, the kart must be weighed and presented to scrutineers before proceeding to pit for repairs. Repairs may only be carried out within the designated pit area. This will be identified at the event during drivers briefing. If a kart breaks down on the circuit the driver is permitted to make a minor repair to speed return of the kart to the pits so long as the kart is first removed to a position of safety and providing that any such repairs are carried out by hand - no tools are permitted on the track. No other team member may assist in such repairs.

- 1.8 At the discretion of the scrutineer, a team may replace a chassis in the event that the kart is beyond reasonable repair. Please note that teams will only be permitted to use another chassis once the scrutineer has inspected the damaged kart and confirmed that the replacement chassis is in fact a 'bare' chassis. Report all changes, this remains the sole responsibility of the team manager. Failure to do so may result in exclusion.

2. WEIGHT

- 2.1 Minimum weight of kart and driver must not be less than 185kg, at any time. This will be checked during both racing and qualifying. Ballast may be added to the kart, no single piece of which can exceed 5kgs. This must be carried on a securely mounted post with a retaining mechanism. Up to 5kg may be carried on a single post with a single retainer, ballast up to 10 kg maximum will require 2 posts, each having a retainer. Any ballast carried in the seat up to a maximum of 4kgs must be restrained with a minimum of two heavy duty nylon cable ties. Where a smaller seat is inserted in to the main seat, it must be retained with a minimum of two heavy duty nylon cable ties at the waist line, or similar. Sheet ballast in excess of 4kg (and up to a maximum of 15kg including inner seat) must be fixed to the rear of an inner seat in such a way that its shape follows the contour of the inner seat and does not impede the fitting of the inner seat to the outer seat. The sheet ballast must be firmly and permanently fixed to the inner seat at the top, centre and bottom of the ballast sheet. Any other arrangements for ballast fixing must be to the scrutineer's satisfaction.
- 2.2 A weighing machine will be placed at the entrance to the pits. All karts must be weighed before being allowed into the pits. The scales will be available for the use of teams during scrutineering / pre-race only. The scales of the day will be considered to be a judge of fact.

- 2.3 It may be necessary to reset the scales after each kart has been weighed. If this is not done an accurate reading cannot be guaranteed. Therefore all drivers need to stop before driving onto the scales and should not proceed until invited by the marshal to do so. Any team driving onto the scales before being instructed will have to accept the reading provided, regardless of any inherent inaccuracy caused by their haste. If the kart and driver are found to be underweight it will need to be re-weighed. In this event, the team requiring re-weighing must make way for any other teams that may be queuing / waiting to use the scales.

The penalties stated in the List of Penalties are regardless of weather conditions.

3. ENGINE

- 3.1 Karts will run on supplied unleaded fuel to which additives must not be added. The Organisers reserve the right to take fuel samples at random to ensure conformity with the regulations. No additional or enlarged tanks may be fitted. All seals & unions must be checked regularly for leaks and replaced as necessary. It is strongly urged that the engine's integral fuel tank be removed and the engine fitted with a suitable cover. A standard floor mounted fuel tank should then be used, unmodified and this tank and its mounting must be in accordance with chassis manufacturer's instructions or homologation.

The capacity of this tank must not exceed 7.5 litres. Ballast may be added to the tank in order to maintain the maximum capacity. In this instance the kart may be fitted with a pulsed fuel pump(s), which will take a vacuum feed from either the governor rod hole or one drilled in the inlet manifold, tapped to accept a vacuum fitting. Fuel pipes must be of no more than 5.3 mm i.d. and must take a direct route to the carburetor and be safely secured.

An extra loop of fuel pipe may be used as a return feed to the tank. One in-line fuel filter of nominal capacity per engine may be fitted, the dimensions of which do not exceed circumference of 10cms and a length (excluding stubs) of 5cms.

4 CHASSIS

- 4.1 Wheelbase to be between 104 - 108 cms
- 4.2 Competitors may only scrutineer and compete with one chassis and two engines. If damage occurs, chassis and engines may be substituted at the discretion of the chief scrutineer.

- 4.3 If a kart suffers a mechanical defect on the circuit which forces the driver to reduce speed, such as a chain or belt failure on a twin engine kart, then the driver may drive back to the pits. The driver must not attempt to complete the race distance.
- 4.4 All karts must be fitted with side pods, nassau panel and front fairing/spoiler panel. Neither the front panel nor side pods should be filled with any medium.
- 4.5 Number plates with numbers must be fitted to the nassau panel, both side pods and the rear of the Kart. It must be clearly visible to officials at all times. Numbers and backgrounds will not be supplied by the organisers. Number plate backgrounds are specific to class.

Super – White Numbers on a **RED** background

Pro – **Black** Numbers on a **Yellow** Background

Clubman – White Numbers on a **GREEN** background.

It is possible that Series' sponsor's

Identification will need to be shown at certain rounds, and the competitor is agreeing to comply with this when signing on.

- 4.6 Competitor's sponsors names and other graphics may be applied to the kart making use of the side pods, nose cone etc. There is no restriction on these subject to the numbers being clearly visible. Tobacco advertising must be obscured if TV coverage is present and no graphics are to be offensive.
- 4.7 An extended width rear bumper is mandatory. The bumper is to be constructed from a minimum 25 mm nominal diameter 14g magnetic steel tube. The bumper must form an extended loop of 180 mm +/- 10 mm centres with the bottom loop centre 60 mm +/- 10 mm from the ground in dry configuration. The horizontal rails must be wider than the outer chassis rails. The bumper must be supported in a minimum of two places from the chassis and be of such a construction to withstand substantial impact. In side view the bumper will be in the vertical plane.

The overall width of the bumper must not exceed the rear width of the kart at any time; The measurement to be taken at the outside of the rear wheel or tyre, whichever is the greater and must cover a minimum of 50% of each rear wheel/tyre at all times. Adjustable width bumpers are not permitted. (Illustration available from organisers).

- 4.8 The front bumper must also be of strong construction. A front fairing / spoiler of suitable construction and fixing must be attached.

- 4.9 The type and construction of the seat is free so long as it is mounted in the originally intended position, of sound and rigid construction and securely mounted.
- 4.10 Steering wheel type and size is free; however, it must have a continuous rim. It must be made of a material which will not constitute a danger in the event of an accident.
- 4.11 Special modifications will be permitted to allow use of hand controls to enable disabled drivers to compete.
- 4.12 All karts must have an effective dual connection between the brake pedal and caliper. The main connection may be either solid or cable. The back-up connection should be made by cable, set slightly slack, and with a minimum diameter of not less than 1.8mm.

5. **AXLE**

- 5.1 Rear axle must be 30mm diameter, solid or hollow magnetic material. No differential of any type is permitted.

- 5.1.1 Unless two securing bolts are fitted to the hubs on the rear axle, a circlip must be fitted on each axle end to prevent accidental loss of the hub. Any hub with an overall length, excluding wheel studs, of less than 60mm must not overhang the rear axle.

- 5.2 One hydraulic or mechanical brake should be fitted to the rear axle only. The brake disc must be made of metal but can be vented and drilled / slotted. A caliper with a maximum of four pistons may be used. **Where the disc protrudes below the chassis rails, non-metallic disc protector must be fitted.**

Additional air ducting to the rear brake is permitted but must be securely attached.

- 5.3 Gearing is fixed with two options: -

- 19 Toothed Clutch**
71 Sprocket

or

- 20 Toothed Clutch**
74 Sprocket

5.4 Drive is to be by 219 chain or by belt. Where belt drive is used, it is the competitor's responsibility to show that the kart is using a fixed drive ratio.

5.5 Only one sprocket may be fitted to the rear axle for each engine. All chains/belts must be adequately protected at all times. The top of the clutch, the chain/belt itself, and axle sprocket and gear must be covered from above down to the centre line at the rear axle sprocket. **If sprocket protectors are used, they must be non-metallic.** Sprocket protectors may be used but not have additional teeth.

5.6 A chain guard, which fully covers both engine and axle sprockets down to at least the bottom of the axle, must be fitted to either side.

6. WHEELS

6.1 Wheels must be of metal or alloy construction in sizes suitable for the tyres specified. They may be of one or two-piece construction. Maximum wheel widths are:

Front: 130mm
Rear: 210mm

6.2 Control tyres for dry and wet conditions are as follows:

Dry	Wet
Yokohama ED	Yokohama SS/SL03
Front 4.0 x 10 x 5	Front 4.0 x 10 x 5
Rear 6.0 x 11 x 5	Rear 6.0 x 11 x 5

Only the mentioned tyres above are permitted.

6.3 The use of any equipment or chemical designed to preheat the tyres or retain heat in them, or soften or otherwise modify tyres or their compound prior to use is strictly prohibited. Non-compliance will result in exclusion. Monies will be forfeited.

The organisers retain the right to ask any team to exchange their used competition tyre set for a set supplied by the the organisers. In this instance the competitor's original competition set would be retained by the organisers and might be subject to further inspection. Refusal to comply, or any conditioning subsequently discovered with a tyre set would render the complete team banned from future Rye House events

The spirit of Pro Kart racing is based on the use of "as manufactured" engines and proprietary chassis and is intended to offer each driver competitive racing on equal machinery. Any drivers and entrants wishing

to compete with the scrutineer and the regulations rather than their fellow competitors, should not race in these events.

7 FLAGS

(Digital Board, iBoard) Green

Used to signal the start of the race

White (Stationary)

A slow moving or pace vehicle is on the circuit.

Yellow (Stationary)

Danger. Slow down sufficiently to ensure that full control of the vehicle can be retained, No overtaking.

Yellow (Waved)

Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line or take other evasive action including stopping if necessary. No overtaking.

Yellow/red stripes

Slippery surface ahead.

Green

All clear, at end of danger area controlled by yellow flags

Red

Immediately cease driving at racing speed and stop at one side of the race circuit. Alternatively, you may be instructed to proceed slowly, without overtaking, and with maximum caution to start-line obeying marshal's instructions, and being prepared to stop should the track be blocked.

Black with orange disc

Mechanical defect or fire. Call at pits for repair on the next lap.

Black/white diagonal

A warning to the driver regarding his behaviour/driving standards. Maybe accompanied by further information.

Black

Return to pits immediately and report to the Sin Bin Official – no fuel to be taken on or no driver changes to be completed.

Chequered

End of race or practice.

Green with yellow chevrons

False Start. Re - form in correct order and continue with rolling lap.

8 LIST OF PENALTIES

KART TECHNICAL	REGULATION	PENALTY
Fuel First offence	RR 23/SRR 10	Exclusion (race)
Fuel Second offence	RR 23/SRR 10	Exclusion (series)
Tyres	T 6.2 – 6.3	Exclusion
Weight During Qualifying	T 2.1 – 2.3	All qualifying laps completed are cancelled. Team are permitted to add weight and re-qualify – session time permitting.
During Race , First offence	T 2.1 – 2.3	10 laps deducted (Not eligible for fastest lap)
During Race , Second offence	T 2.1 – 2.3	10 laps deducted (Not eligible for fastest lap)
Post-race	T 2.1 - 2.3	10 laps deducted (Not eligible for fastest lap)
Chassis dimensions	T 4.1, T 4.7	Exclusion (race)
Engine	T 1.2, T 3.1 – 3.10	Exclusion (race)
Transmission	T 5.1 – 5.6	Exclusion (race)
Brakes	T 5.3	Exclusion (race)
Bodywork	T 4.4	Exclusion (race)
Chassis construction	T 1.5, T 4.1 – 4.11	Exclusion (race)
Fuel system	T 3.1	Exclusion (race)
All other technical matters at Clerk of the Course's discretion		
STARTING PROCEDURE	REGULATION	PENALTY
Failure to make starting grid	RR 18	Start from pitlane
Inappropriate driving during formation laps	RR 19	3 lap penalty
Includes changing lanes, excessive weaving e.t.c.		
Spinning on formation laps	RR 19	Start from the back of the grid.
Delaying the start	RR 18	3 lap penalty
Not attending driver's briefing	RR 15	Exclusion (race)
All other starting matters at the Clerk of the Course's discretion		

REFUELLING / PIT STOPS DRIVING STANDARDS	REGULATION	PENALTY
Engine not switched off	RR 23/SRR 10	5 lap penalty
Failure to get out of the Kart during a driver change	SRR11	Stop & Go
Remaining in kart in refuelling bay	RR 23/SRR 10	5 lap penalty
Not securing fuel caps	RR 23/SRR 10	5 lap penalty
Driving in Pit lane	SRR 9	5 lap penalty
Smoking in the refuelling area	RR 23/SRR10	Exclusion (race)
Obstruction in pit lane	RR 28	2 lap penalty
Fuel containers	T 3.1, T 3.8	Exclusion (race)
Weighing procedure	T 2.1–2.3/RR28/SRR8	1 lap penalty
Ignoring flag signals	RR 20 SRR 17	30 Second stop&go
First offence	RR 20 SRR 17	30 Second stop-go
Second offence	RR 20 SRR 17	60 Second stop-go
Third offence	RR 20 SRR 17	Exclusion (race)
Overtaking after chequer flag	RR 33	2 lap penalty

REFUELLING / PIT STOPS DRIVING STANDARDS	REGULATION	PENALTY
Drugs & Alcohol	RR 5	Exclusion (race, team)
Driving Standards <ul style="list-style-type: none"> - First offence - Second offence - Third offence 	RR 32 RR 32 RR 32	30 Second stop-go 60 Second stop-go Clerks discretion
Safety apparel	RR 7	Refusal to compete
Safety apparel (during race)	RR 7	Black flag
All other driving standards / safety matters at Clerk of the Course's discretion		
EVENT BEHAVIOUR	REGULATION	PENALTY
Aggression to officials or competitors by competitor or any member of party	RR 6	Individual excluded and 10 lap penalty
Bringing the sport into disrepute	RR6	Individual or team exclusion
All other behavioural matters at the Clerk of the Course's discretion		

9. CHANGE LOG

V4.5

02/03/2024

CR4 Points awarded to each class.
RR19 Additional starts (Standing/Rolling)
RR26 Tyres updated.
RR36 Awards amended, 1st, 2nd & 3rd
SRR1 Year correction.
SRR2 Administration update
SRR7 Race start time amended.
SSR18 Awards amended.
5 Fixed Gearing, 2 options (19/71 or 20/74)
6 Tyres updated.

V4.4

25/01/2022

CR5 "or suitable" added to reflect Covid circumstances
CR7 Will need amendment
RR7 MSA changed to MSUK to reflect change of name
RR8 Clarification, no tinted visors of any type
RR16 Mechanics and team managers dropped from Briefings
RR17 Amended to drivers must complete three laps during practice and qualifying period
RR18 Pre-race formation on dummy grid in paddock. Penalty if not in position (emboldened)
RR19 Clarification of roll-up/start procedure
RR24 d. Emboldened to emphasise cap replacement before leaving fuel bay
RR25 Repairs in pit area only
RR26 May need to be amended for new track surface
RR27 Clarification that pushing through the pits required all day
RR29 On Instruction from scales marshal.
Clarification on re-weigh procedure
RR30 Clarification of Red Flag procedure
RR31 Clarification of Red Flag repairs
RR33 Novice driver plate to be displayed for three rounds
SRR1 Year change
SRR2 Admin, Sam Green
SRR4 Mechanics and team managers dropped from Briefings
SRR6 Clarification of dummy grid formation/race start

SRR7 Three driver changes, and differences for duration. Clarification of weighing requirement
 SRR8 Weight increase to 185kgs
 SRR10 Cap on tank before leaving fuel bay
 SRR11 Clarification of "run around" procedure. 3 stops or as advised
 SRR15 Change of tyre
 SRR18 Needs to be re-written for classes and points for finishing

Technical

- 1.1 Latest version of tech regs
- 1.2 MSA/MSUK
- 2.1 Weight increase
- 4.5 Needs to be re-written for classes
- 5.2 Non-metallic disc protector
- 5.3 Gearing is free
- 5.5 Sprocket protectors must be non-metallic
- 6.1 Wheel rim widths
- 6.2 New Tyres added

V4.3

20/02/2019

3 ENGINE 3.1 Extra Loop – Updated Wording
 SRR15. Tyres – Updated to include YDS NFA Marked Tyres
 6.2 – NFA Mark Included

V4.2

06/03/2018

Page 12, **Corrected Typo**
 RR19. Starts, **Green light board, Grid Positions**
 RR21. Flag Signals, **Wording Changed**
 RR24. Refuelling Stops, **updated to reflect the changes which were put in place in the 2017 Season (Limbo Bar, lanes, fuel marshal)**
 RR27. Karts when not on circuit, **amended to reflect 2017 changes.**
 RR29 Weighing, **event of a breakdown**
 RR30 Race Stops, **Re-written, full procedure outlined.**
 RR31, **Rewritten**
 RR32 Restarts, **amended**
 RR37 Penalties, **Penalty – unable to take on fuel or perform driver changes**
 SRR3 Testing/Practice, **Transponder faults**
 SRR7 Race, **removed walking pace and stated that one member of the team to push the kart**
 SRR10 Fuel Bay, **amended to reflect fuel 2017 fuel changes**
 SRR11 **Updated to include "One full circle around the kart"**

SSR12 Sin Bin, **Penalty**

SRR13. Eligibility

Minimum/Maximum drivers, Replacement Drivers rule updated.

SSR16 Boundary, **Advantage by crossing boundaries penalty.**

Scrutineering 1.8, **Engine numbers to be reported, Removed obsolete.**

7 Flags,

- **Black with Orange Disk, updated**

- **Black/White amended**

- **Black, re-written.**

Chassis 4.5, **Corrected numbering, removed black plates and added both Super and Clubman number plate schemes.**

Technical 1.6, 1.9 – **Removed as not applicable.**

List of Penalties

- **Weight, formatted correctly**

- **Qualifying, Underweight teams are permitted to add weight and re-qualify – time permitting.**

- **Not eligible for fastest lap applied to weight penalties.**

- **Removed “Remaining in Kart during the re-fuelling bay rule**

- **Starting procedure, inappropriate driving, spinning on formation lap.**

V4.1

03/04/2017

6.3 Wheels

RR 8. Tinted Visors

RR19. Starts

RR24. Refuelling Stops

SRR11. Driver Changes

SRR15. Tyres

V4.0

28-12-2016

CR5. Awards & Presentation

RR 7. Apparel/Clothing

RR13. Signing on

RR14. Scrutineering

RR22. Pace Vehicle

RR23. Refuelling Stops

RR26. Driving karts when not on the circuit.

RR27. Re-joining the circuit

RR28. Weighing

SRR6. Dummy Grid

SRR7. Race

SRR8. Weigh Bridge

SRR11. Driver Changes

SRR12. Sin Bin

V3.3 25-02-2015	MSC. 3. Championship Officials amended SRR2. Championship Officials amended RR23. Fuel rules re-written SRR10. Fuel rules re-written
V3.2 11-02-2014	SRR15. Tyres 6.2. Controlled Tyres
V3.1 07-06-2013	RR28. Weighing SRR8. Weigh Bridge MSC. Contents updated with missing page number