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***Ellough Park Raceway***

***Ellough Park Kart Club Championship Specific Race Regulations 2014***

1. **The Championship**

**1.1** The championship will consist of thirteen meetings with the best eleven scores counting towards the championship.

**1.2** Points are awarded for each individual race at a meeting; these points are used towards the championship total. Points in the timed qualifying, heat and pre-final are awarded as follows:-

1st 35 points 11th 18 points 21st 8 points

2nd 30 12th 17 22nd 7

3rd 27 13th 16 23rd 6

4th 25 14th 15 24th 5

5th 24 15th 14 25th 4

6th 23 16th 13 26th 3

7th 22 17th 12 27th 2

8th 21 18th 11 28th 1

9th 20 19th 10

10th 19 20th 9

Points are doubled for the Grand Final. At the final round of the championship all points are doubled.

**1.3** Trophies will be awarded on a 1 in 5 basis for each class at each meeting and 1 in 10 for the championship.

**1.4** If a driver is disqualified from a race meeting they will score zero points and cannot use that round as a dropped score. If a driver receives a black flag in a heat or final or fail on a technical issue they will score zero points for that particular race but keep the points from the other races that day. They can use that whole round as a dropped score.

1. **Format**

**2.1** At each race meeting each class will compete over a 3 lap practice session, 1 x 10 minute timed qualifying session, 2 heats of 10 minutes and 1 Grand Final of 14 minutes.

**2.2** When drivers go onto the track for their 10 minute Timed Qualifying Session they are to stay out. Once drivers return to Parc Ferme they will not be allowed to go back out on track. Qualifying will determine the Grid positions for Heat 1 and Heat 2. The points accumulated from heat 1 and heat 2 will determine the grid for the Final. Points for the championship will be awarded for the Qualifying session, Heat 1, Heat 2 and the Final.

**2.3** A race result can be declared as long as 50% of the race has been completed, full points will be awarded. This can be altered at the Race Directors discretion.

**2.4** As long as a driver starts the race they will receive championship points.

1. **Competitor Eligibility**

**3.1** Competitors do not require any racing licences.

**3.2** New competitors are welcome but must be of satisfactory standard. It is advised that new competitors either attend a practice day previous to entering a race meeting or prove their ability from racing at another circuit.

**3.3** Drivers will be allowed to use Motorcycle helmets (With gold sticker).

**3.4** Drivers must have race suit (in good order); Race boots, Gloves and neck braces/rip protectors are optional.

**3.5** All new drivers (Novices) will have to race on black plates for three meetings before they will be allowed to run on full plates.

1. **Starts**

**4.1** Races will be from a rolling start. Drivers will be lined up in grid order on the dummy grid and then sent for one warm-up lap before forming into position before turn 8.

**4.2** Drivers must not break formation on the warm-up lap. If any driver spins off or has any other problem on the warm-up lap they may retake their grid position if they have not dropped to the back of the field and it is safe to do so. If the driver has dropped to the back they will be unable to retake their grid position. If the last place gridded driver leaves the Dummy Grid, any drivers who have remained on the Dummy Grid behind this driver will not be able to re take their position and will have to re join the grid at the back once they have joined the track.

**4.3** Once the drivers are in position approaching the start/finish line the red light will be displayed. When the lights turn green the race will begin. Any drivers who break formation before the start/finish/cone line will receive a five seconds penalty.

**4.4** If a driver fails to make the dummy grid before the allocated time they will have to start the race from the back of the grid.

**4.5** There will be only one false start allowed for each race (This may be reviewed). If it happens a second time the race will be let go and the Clerk of The Course will deal with drivers accordingly after the race has finished.

1. **Refuelling**

**5.1**Fuel must be supplied by the competitors.

**5.2** No fuel additives must be used.

**5.3** No refuelling is permitted on the dummy grid.

**6. Pit and Paddock**

**6.1** Drivers must not drive their karts in any area of the paddock. Any driver caught driving in the paddock area will be excluded from the results.

**6.2** Only mechanics and drivers are allowed to view racing from the pit area.

**7. Scrutineering**

**7.1** Drivers must have their kart and racewear scrutineered before taking part in a race meeting. If a kart fails scrutineering it must be fixed and then brought back to be checked before racing.

**7.2** At the end of each race the top 3 drivers from each class must come over the scales to be weighed. Any driver who fails to do so will be excluded from the results of that race. If a driver comes in underweight they are allowed two further tries on the scales, if they are still underweight they will be excluded from the results.

**7.3** The scrutineer can choose to check any kart at any time for any technical reason.

**7.4** At the end of each race all the karts must remain in parc ferme until the gate is opened by the scrutineer. Mechanics or drivers must not open the gate themselves

**8. Karts**

**8.1** All Karts must meet the Safety Regulations and Requirements of the 2014 MSA Rule Book with the exception of Pro-Karts. See separate Pro-Kart technical regulations or www.abkc.co.uk. Please ask Championship Organisers for further details if unclear.

**8.2** All Karts must arrive to the grid with dry clutches.

**9. Tyres**

**9.1** All tyres must be as of the 2014 MSA regulations except for Pro-Karts that will run Bridgestone YDS Slicks and Bridgestone YDK wet. Rotax tyres are to 2014 regulations.

**9.2** In all Rotax classes only Mojo slicks (D1 and D2, yellow and green barcode allowed) are permitted for all rounds. With W2 wet tyre. Cadets on Dunlop SL3 slicks and KT3 wet tyres.

**9.3** Tyre softener is not permitted. If found a life time ban will be enforced.

**10. Bodywork**

**10.1** All karts must be fitted with all bodywork fixings.

**10.2** If a kart loses any part of its bodywork during a race the driver must pull off the circuit. If they can repair the bodywork they may rejoin the race. Repairs can only take place in the pits or paddock area.

**11. Repairs**

**11.1** Repairs to karts of any kind must only be undertaken in the pits or paddock area. No repairs are to be made out on the circuit.

**12. Driving Standards**

**12.1** Matters regarding driving standards are solely at the discretion of the clerk of the course. See list of penalties.

**12.2** All penalties issued will be posted on the results board. They will not necessarily be announced over the loud speaker systems. Drivers will have 30 minutes from which the penalty has been posted to protest the ruling to the Clerk of The Course.

**13. Flags**

**13.1** The flags used in the championship meetings are:-

**Green Flag –** Track clear

**Yellow Flag –** Incident ahead, slow down and no overtaking

**Red Flag –** Race stopped, be prepared to stop on track.

**Blue Flag –** Faster kart approaching.

**Black/White Flag –** Warning

**Black Flag –** Exclusion from race

**Black with Orange circle Flag** – Mechanical, return to Parc Ferme immediate

**White Flag –** Caution, slow moving vehicle on track

**Chequered Flag –** Race finished, proceed slowly to the pits. NO overtaking.

**14. Weight Kg (Driver & Kart)**

**14.1** Comer Cadet – 99kg (This may increase to 103kg – awaiting on the MSA to confirm)

Honda Cadet – 103kg

Super Cadet – 115kg

Junior TKM 2s – 123kg

Junior TKM 4s – 124kg

Mini Max – 135kg

Junior Rotax – 148kg

KF3 – 145kg

Rotax Max – 162kg

Biland – 160kg

(Please read additional information on the weights table about PPE)