

# BRKC

BRITISH RENTAL KART CHAMPIONSHIP

# 2018



Formula Fast Milton Keynes

[www.brkc.co.uk](http://www.brkc.co.uk)

19th - 21st January 2018



BRITISHCHAMPIONSHIP



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The BRKC is run and policed by the host circuit and any queries should be directed towards the circuit staff or organisers. The regulations are subject to change at any time, and without notice.

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# 1 ENTRIES

## 1a Cost

BRKC 2018 Entry fee is £165 per driver. A deposit of £50 is required to confirm entry, with the remaining balance to be settled before December 31<sup>st</sup> 2017. Payments are non-refundable.

## 1b Payment

Entries must be paid for online via the BRKC website ([www.brkc.co.uk](http://www.brkc.co.uk)). Please follow the instructions carefully, as entries are not confirmed unless payment is made at the time of entry.

## 1c Deadline

Entries must be submitted and paid in full before December 31<sup>st</sup> 2017. At the discretion of the organiser, entries may be allowed but cannot be guaranteed after this point.

## 1d Capacity

BRKC 2018 is limited to the first 100 drivers to enter and pay in full. Any entries made after this limit has been reached will be added to a reserve list in case of cancellations.

## 1e Entry criteria

Drivers must be aged 14 or over at the time of the event.

Drivers must be capable of driving rental karts safely and to a reasonably high standard, and be well acquainted with standard rental karting rules & procedures. Frequent spins or crashes are unacceptable. Organisers reserve the right to exclude a driver if they are unable to drive to this standard.

Continued participation in a BRKC event will depend on drivers being able to lap within 10% of the fastest driver in any given session. For example, if the fastest time in a given session is 33.0 seconds, all drivers are expected to have set at least one lap of 36.3 seconds or faster.

Staff from the host circuit may not compete in BRKC.

## 2 FORMAT & GRIDS

### 2a Schedule

BRKC 2018 is comprised of three days:

- **Friday 19<sup>th</sup> January 2018:** Official Practice
- **Saturday 20<sup>th</sup> January 2018:** Race Briefing & Heats (Rounds 1, 2 and 3)
- **Sunday 21<sup>st</sup> January 2018:** Heats (Rounds 3 and 4), Semi-Final, Final, Awards Presentation

### 2b Format

As part of their entry, each driver is allocated to drive in:

- 1 x 15 Minute Practice (BRKC Friday)
- 4 x 20 Minute Heats

In addition:

- The top 30 drivers after the Heats will compete further in an 20 Minute Semi Final
- The top 10 drivers after the Heats and Semi Finals will compete in the 30 Minute Grand Final

### 2c Heat Rounds

The Heats are split into four 'rounds'. Each driver will compete in one Heat per Round. This is to help spread each driver's racing schedule evenly over the course of the weekend.

### 2d Track Configuration

BRKC 2018 features two track configurations, 'Standard' and 'Alternate'. The Alternate layout in 2018 will be slightly modified from the 2017 version.

Heat Rounds 2 and 3 will be run on the Alternate layout, all other races are on the Standard layout.

### 2e Heats Draw

A random draw on the 12<sup>th</sup> January 2018 (broadcast live) will allocate drivers to their respective Heats.

BRKC uses a 'Heats Dispersal' formula, designed to ensure a wide spread of drivers across the rounds, in order to ensure (as much as possible) that the same drivers do not compete in the same Heats.

The heats dispersal system pre-allocates 'driver number' placeholders to grids. Therefore, the random Heats Draw will simply assign a 'driver number' to each competitor, populating the driver line-up until each Heat is full.

### 2f Grids

Starting positions for the Heats, Semi Finals and Final are decided by one 'Superpole' qualifying lap in advance of each race. See **5 HEAT & SEMI FINAL PROCEDURES** for more information.

## 3 OFFICIAL PRACTICE

### 3a Eligibility

Any confirmed entrant to BRKC 2018 may take part in the Official Practice. Each competitor is granted at least one 15 Minute Timed Practice on this day as part of their entry\* (see **3c**).

### 3b Schedule

Official Practice for BRKC 2018 takes place on Friday 20<sup>th</sup> January 2018. Practice will be on the Normal Layout only.

The day is divided into 9 'rounds' comprising 3 x 15 minute sessions each. Each 'round' has a capacity of 24 drivers, who will be allocated into one of the 3 x 15 minute sessions on the day (maximum 8 drivers per session).

Practice Round 1: 10:00 – 11:00

Practice Round 2: 11:00 – 12:00

Practice Round 3: 12:00 – 13:00

Practice Round 4: 13:00 – 14:00

Practice Round 5: 14:00 – 15:00

Practice Round 6: 15:00 – 16:00

Practice Round 7: 16:00 – 17:00

Practice Round 8: 17:00 – 18:00

Practice Round 9: 18:00 – 19:00

### 3c Booking Practice

As part of the entry process drivers are required to choose their 1<sup>st</sup> Practice session time on the entry form (this is the 15 Minute Practice session included in the entry fee).

\*The circuit cannot guarantee any availability for drivers who choose not to enter a preferred time.

### 3d Additional Sessions

- **2<sup>nd</sup> Practice session:** In the week after entries close (31<sup>st</sup> December 2017) the circuit will detail further available practice slots, which will be made available to book and pay through the BRKC website ([www.brkc.co.uk](http://www.brkc.co.uk)). Each competitor will be allowed to purchase one further session at this time.
- **3<sup>rd</sup> Practice session:** Subject to availability (if there are still slots remaining) the circuit may detail further available sessions for drivers to book. This may be through the BRKC website or on the Practice Day itself. Details will be provided closer to the event.

Additional sessions are available strictly on a first come, first served basis. The circuit is not responsible for ensuring that each driver has completed the same amount of practice: the system is designed to give the drivers themselves a fair allocation of spaces as they become available.

### **3e Driver Responsibilities for Practice**

Competition for available practice sessions is expected to be high.

Drivers are encouraged to:

- Practice in advance where possible. The circuit generally has good availability, particularly on weekdays, on the weeks leading up to the event. Contact sales@formulafast or call 01908 904111 to arrange.
- Take note of when additional sessions are released through the website to ensure they do not miss out. These will be announced via social media, the website itself, and via email.

Drivers are required to:

- Ensure they are present and ready in good time. Drivers should arrive at least 30 minutes before their practice round, and be ready in the pitlane at least 5 minutes before their particular session.

Drivers who are not available at the specified arrival time - and for the session itself - may not have the chance to be able to transfer to a later session.

- Wear official the BRKC visor strips from BRKC practice onwards.

## 4 KART DRAW & KART CHANGES

### 4a Random Kart Draw

Karts are allocated to drivers randomly for each race by means of a draw.

Drivers must arrive in the pits at least 10 minutes prior to the race start to draw a kart number from the bag. The number drawn will be the kart driven for this particular race.

### 4b Drawing the same kart

If a driver has already selected that kart number in a previous heat, the driver must put the number back in the bag and redraw.

If only previously selected kart numbers remain, the driver will be allocated whichever kart they drew first.

The 'same kart' rule does not apply to the Semi Finals and Final, as most karts will have been driven already.

### 4c Optional Kart Change

Drivers are optionally permitted to change kart only BEFORE or AFTER qualifying.

- Drivers who optionally change karts BEFORE qualifying has started will be allowed to take part in qualifying, but understand that they will be driving a cold kart from the spares row.
- Drivers who optionally change karts AFTER qualifying will start at the back of the grid, in the order that they redraw (i.e. first person to notify circuit of a change will rejoin the back of the grid first)

### 4d Mechanical Kart Change

In the unlikely event that a kart has a mechanical problem the following will apply:

- If a SERIOUS mechanical failure occurs requiring a session stoppage (clear mechanical failure e.g. detached wheel or engine seizure) and the driver is forced to change karts, they will follow the Kart Change Procedure and will be permitted to rejoin the track in the position they were in when the race was stopped, if feasible.
- If a driver suspects a NON-SERIOUS mechanical problem, the driver has the option of returning to the pits and following the Kart Change procedure. This will count as a Pitstop. However, they must accept that they will rejoin the session 'as is' and will not be able to resume their previous position.
- Drivers suspected of fabricating or exaggerating a kart problem in an attempt to improve their chances of success, or to force a kart change at an opportune moment, risk being penalised.
- If a kart has failed due to driver error, no spare will be given.



#### **4e Kart Change procedure**

If a driver wishes to change kart, they should drive into to the pitlane (notifying circuit staff if possible to do so) to follow the redraw process:

- The replacement kart number will be drawn from a Spares bag.
- The Spares bag will contain the numbers of the Spare kart. The number drawn will be the kart driven.
- In case of multiple drivers wishing to change karts, drivers will draw in the order that they notify the pitlane marshal of their intention to redraw.
- A Kart Change will not count as a Pitstop, with the exception of a NON-SERIOUS mechanical kart change made during a race.

#### **4f Kart Changing final decision**

Any decision to allow or deny a driver to rejoin the session in a particular position is entirely at the discretion of the organisers, and their decision is final.

Drivers must understand that there will always be scenarios outside of the scope of these rules, and it is the organisers intention with any decision to be as fair as possible.

#### **4g Note to Drivers regarding Kart Changes**

The host circuit are renowned for kart quality, and go above and beyond normal accepted standards of preparation and testing to ensure the closest kart parity, and therefore a level playing field. The failure rate of the BRKC 2018 fleet is less than 0.04%, and target tolerance from fastest to slowest kart is 0.2s.

Before concluding your kart is slower than the rest, please consider that it will have been thoroughly tested, benchmarked and adjusted against the rest of the fleet multiple times in the preceding days by experienced racers amongst the circuit staff. The biggest variable from kart to kart will be you, the driver.

This being said, BRKC recognises that despite best efforts, karts like any other machine are capable of failing and fluctuating in performance, especially under the intensive conditions of a non-stop race weekend. The rules are in place to ensure fairness under most conceivable scenarios.

## 5 HEAT & SEMI FINAL PROCEDURES

### 5a Race Classification

All BRKC races are classified by position, with the exception of the pre-race 'Superpole' qualifying session which is classified by fastest lap. Points are awarded based on finishing position (see **8 POINTS SCORING SYSTEM**)

### 5b Qualifying

Each race is preceded by a 1 lap 'Superpole' Qualifying session.

The Kart Draw will have already taken place: all drivers have been allocated a kart by this point.

Qualifying consists of one 'warmup' lap from the pitlane, which leads onto a 'flying' lap:

- The 'flying' lap starts the second time the driver crosses the start/finish line.
- The 'flying' lap ends the third time the driver crosses the finish line.
- A chequered flag will signal the end of qualifying.
- All drivers are on circuit at the same time, and will be sent out in intervals from the pitlane.
- Dealing with traffic effectively is part of the challenge for drivers on a 'flying' lap.
- Fastest driver in Qualifying will take pole position, 2<sup>nd</sup> fastest takes P2 and so on.

### 5c Pre Race Formation

After receiving the chequered flag for Qualifying, drivers should proceed slowly to the start of the back straight for pre-race formation:

- Circuit staff will call drivers forwards, one by one, to line up in Qualifying order
- All drivers should line up in single file, as directed, at the end of the main straight
- Once all karts are in the correct order, drivers should await the signal to commence the rolling start from the circuit staff.

### 5d Race Start

Race Control will give the 'all clear' to commence a rolling start when happy to proceed:

- All drivers shall remain in single file, no overtaking before the start line
- Pole Position is responsible for maintaining a fast walking speed under yellow lights
- Provided Race Control is happy to start the race, on the approach to the start line the lights will change from yellow to green. Green lights remove the speed limit.
- The race begins as the karts cross the start line.
- A False Start is indicated by the lights remaining yellow, drivers should continue the lap and attempt another start in their original order unless otherwise directed.
- 'Brake Testing' or other unsafe/unsportsmanlike tactics at the start risk being penalised at the discretion of Race Control.
- The race clock will start running irrespective of a false start.

### **5e During Race**

There is a mandatory 'stop-go' pitstop for each driver during every race:

- Heats and Semi Finals – 1 stop
- Final – 2 stops

For full details, please see **7 PIT STOP PROCEDURE** .

### **5f Race Finish**

When the time has elapsed, the chequered flag will be shown to the leading driver onwards.

The chequered flag will be shown on the lap judged to be closest to the clock reaching 'zero'.

After the chequered flag, drivers should proceed under yellow conditions back to the pitlane, remove any weights (circuit staff to remove kart ballast) and be ready to weigh-in if requested by circuit staff.

## **6 FINAL PROCEDURE**

### **6a Eligibility for the Final**

The top 10 points scorers following completion of the Heats and Semi-Finals will qualify for the Final.

- If drivers are tied on points, the driver with the highest number of 1st places will take the higher position.
- If required, this is extended to 2nd places, 3rd places etc. until the driver order is decided.
- If this is still a tie, then fastest lap set during the heats will be taken into account.

### **6b Final Qualifying**

A kart will be selected by the race officials at random from the kart draw bag and driven before qualifying to ensure tyres are up to working temperature. This will be the qualifying kart used by each driver, individually.

- Drivers will each drive one flying lap in this kart, in the reverse order of the top 10 points ranking. i.e. driver in 10th position will drive the first qualifying lap, followed by the 9th position driver etc. until all drivers in the final have driven a qualifying lap.

### **6c Final Kart Draw**

Driver will pick karts for the Final in the order of their total cumulative points so far.

The driver with most points has the first choice of kart number for the Final. Second highest scorer has second choice and so on.

### **6d Race Procedure**

The Final race will be identical to all other races with the following exceptions:

- The Final is 30 Minutes long
- Each driver must complete 2 compulsory Pitstops instead of 1.

# 7 PITSTOP PROCEDURE

## 7a Mandatory Pitstops

There is a mandatory 'stop-go' Pitstop for each driver during every race. This is a key strategic element of BRKC.

BRKC uses a purpose-built f-LAPS 'Foolproof Laser Activated Pitstop System' to automate the pitstop procedure.

## 7b Number of Pitstops

The number of required stops are:

- Heats and Semi Finals – 1 valid stop
- Final – 2 valid stops

## 7c Pitstop Window

Drivers may only make their pitstops within the permitted window. The Pitstop window:

- OPENS after the driver has completed 1 full lap of the race. Pitstop before this time = invalid pitstop.
- CLOSSES on the lap that 'Last Chance To Pit' board has been displayed to the driver. Pitstop after this time / No Pitstop = Points for Last Place (1 point only).

For clarification, drivers who have not already pitted MUST pit at the end of the lap that the 'Last Chance to Pit' board is shown to avoid a post-race penalty.

The 'Last Chance To Pit' board will be shown approximately 2 minutes prior to the race finish.

## 7d Pit entry

As a matter of courtesy, drivers should signal their pitstop by raising their hand and keeping to the right on the approach to the final corner, within the marked lane.

Whilst not compulsory, if a driver is found to have been unsportsmanlike/unsafe in their pit entry by failing to follow the advice above, a penalty may be applied.

Drivers must enter the pitlane in a controlled manner. Significant contact with pit entry barriers, other karts or personnel will result in an invalid pitstop.

## 7e f-LAPS location and mechanism

There are two points governed by the f-LAP System in the pitlane, at the entry and exit to the pits, controlling the time the driver is 'stopped'.

- The 'stop' time is identical for every driver.
- The f-LAPS system detects the presence of a kart via laser beam, and dictates when a driver should pull up, stop and go, using traffic lights.
- In addition, f-LAPS detects if a driver proceeds too early and indicates an invalid Pitstop.
- The purpose of having 2 control points as opposed to just 1 is to ensure karts cannot carry speed in the pitlane.

## 7f f-LAPS procedure

The following simple procedure should be followed at each control point:

1. No lights: pull up closer to the f-LAPS beam
  2. Red light: f-LAPS has detected a kart, the timer has started, driver must remain within the beam
  3. Green light: time has elapsed, driver may proceed
  4. Yellow light: invalid pitstop, driver proceeded too early. Driver may continue, but will be required to return to the pits to make a valid stop.
- It is not necessary to come to a complete stop – only to ensure you are within the f-LAPS zone for the required amount of time.
  - There is no speed limit enforced between control points.
  - Each driver is required to make their own independent Pitstop. This means that a driver who follows another driver into the pitlane must wait for the first driver to vacate the f-LAPS control point, before entering themselves.
  - The f-LAPS system will be continuously monitored by circuit staff.
  - In case of a Red Light whilst a Driver is already in the Pitlane, the driver may complete their Pitstop and wait on the Pit exit until the lights turn green.

## 7g Invalid Pitstops

The following will render the Pitstop invalid, requiring the driver to return to the pits again for a valid stop:

- Pitstop before the pit window opens
- Making significant contact with other karts, objects or people when entering or driving in the pitlane
- f-LAPS showing a yellow light, driver proceeded too early
- Driver 'latching' onto driver ahead, attempting to mislead the f-LAPS system

Race officials will only be counting the number of VALID stops for each driver. Drivers can therefore complete any number of INVALID pitstops without penalty, as long as they have completed the required number of VALID stops before the Pit Window closes and as long. No black flag will be shown.

However, failure to make the required number of VALID stops will result in the driver being given Points for Last Place (1 point only), in a post-race penalty. A penalty may also be issued during or post-race if any safety rules were infringed during a pitstop (for example, speeding in the pitlane or failing to attempt to stop).

Under circumstances that Race Control believes an INVALID pitstop was unclear to the driver, an 'INVALID PITSTOP' board may be shown to the driver confirming that the pitstop has not been counted as VALID.

## 8 POINTS SCORING SYSTEM

### 8a Heat, Semi-Final and Final Scoring

All races are scored identically in BRKC. The same scoring system is used in Semi Finals as in the Heats, meaning that the Semi-Finals are simply another opportunity to score points towards the Final.

The emphasis is therefore on consistent performance throughout the event.

The Final is unscored: Finishing positions of the Final = BRKC overall Top 10.

11<sup>th</sup> to 100<sup>th</sup> positions are based on total points scored on completion of the Semi Finals.

### 8b Points System

1<sup>st</sup> = 10

2<sup>nd</sup> = 9

3<sup>rd</sup> = 8

4<sup>th</sup> = 7

5<sup>th</sup> = 6

6<sup>th</sup> = 5

7<sup>th</sup> = 4

8<sup>th</sup> = 3

9<sup>th</sup> = 2

10<sup>th</sup> = 1

### 8c Additional points

Unlike the KWC points system, no points will be available for fastest lap and/or pole position. This is to eliminate any doubt about results after the races have been completed.

### 8d Dropped Scores

There are no dropped scores in BRKC 2018.

## 9 EQUIPMENT

### 9a Use of own equipment

Drivers are permitted to use their own racegear and equipment. At all times this must be in good working order and professionally presented.

Helmets must be full-face. Tinted visors are permitted at driver's discretion, although at all times the drivers must be able to safely see the circuit, other drivers and officials signals.

### 9b Use of circuit equipment

Drivers may use all or part of the circuit's racegear and equipment. The circuit equipment will meet the standard required for BRKC.

Drivers must treat the circuit racegear and equipment respectfully and return it after racing is complete. Any damages must be paid for.

It is not permitted to take the circuit racegear and equipment off-site at any stage.

### 9c Mandatory equipment

The following equipment is compulsory:

- Full face helmet
- One-piece Race Suit
- Gloves (must cover wrist, hand and fingers)
- Shoes or race boots (must cover ankles, feet and toes)

Drivers may optionally use neck-braces, rib-protectors, body armour and knee pads which can be provided by the circuit on a first-come, first-served basis.

### 9d BRKC branding

Upon signing in for the BRKC, drivers will be provided with a BRKC branded visor strip to be applied to the visor. This **MUST** be worn from Official Practice onwards.

Providing branded visor strips is a standard practice in major racing series around the World as it allows the logo of the competition – and any event sponsors - to be displayed in photographic media.

# 10 WEIGHT

## 10a Minimum Weight

Drivers must weigh a minimum of 90kg at the end of each race.

The minimum 90kg limit is imposed for the entire BRKC event, with the exception of Official Practice (Friday), although it is strongly recommended that drivers run at the correct weight throughout.

## 10b Weighing methods

In addition to the driver, the 90kg minimum weight may be comprised of any of the following:

- Racegear (helmet, suit, gloves, neckbrace etc)
- Personal ankle/wrist weights or weighted vest
- Personal weighted seat insert
- Kart Ballast (provided by circuit only), applied to kart sidepods (maximum 20kg per driver)

## 10c Driver's responsibility

It is solely the driver's responsibility to ensure that they have the correct weights for each race, including checking any weights requested from the circuit. Circuit staff will place any requested Kart Ballast into the sidepod tank.

Drivers are also responsible for checking that all weights are securely fastened and safe prior to racing.

## 10d Personal weights

Any weight worn on the drivers themselves must be under the race overalls in order to prevent them coming loose at any point on track.

They must be securely attached to the driver, present no obvious risk to the driver and pass inspection by the race officials if requested.

## 10e Weighted seats

Personal weighted seats must be presented in a professional state.

They will ideally be upholstered or the back will be covered with fabric of some kind, in order to protect the permanent rental kart seats from damage or scratching.

The seat should fit snugly into the rental kart seat and must not easily come loose in the event of an accident.

## 10f Scales

Weighing will take place on the BRKC's official scales, to ensure consistency in each race.

There may be an additional set of scales for driver reference in the spectating area. These are for reference only and are irrelevant in determining if a driver has met the minimum weight post-race.

Drivers may weigh themselves on the official scales at any time during the race meeting for personal reference.



### **10g Weighing Procedure**

The top three drivers finishing in each BRKC race will be weighed on the official pitlane scales.

In addition, officials may perform random spot-checks on any driver after the race.

These drivers may not leave the pitlane or be in contact with spectators or any 3<sup>rd</sup> party until they have been weighed.

Remember – you can lose a great deal of weight through sweat during a race.

### **10h Underweight penalty**

Drivers confirmed to be underweight, regardless of the amount by which they are underweight, will be disqualified from that race. The organiser's decision is final.

Disqualification will result in the driver being given Points for Last Place (1 point only), in a post-race penalty.

In case of dispute, the driver may step off and back onto the scales to allow them to 're-zero'. If race officials suspect that the scales have become faulty, the driver may be re-weighed on the backup scales.

# 11 CIRCUIT RULES

## 11a Red Lights

If red lights are shown, drivers must come to a full and complete stop IMMEDIATELY.

- Drivers deemed to have taken an unnecessarily long time to stop may be penalised.
- Drivers deemed to be creeping forward during a red light may be penalised.

During red flag situations, drivers should always be prepared for racing to imminently resume.

- Before resuming racing, circuit staff will advise drivers to prepare for a green light if possible.
- A straight red to green light will occur, with racing resuming immediately.

Circuit staff may use an electronic system to remotely shut down the karts if necessary.

Drivers already in the Pitlane may complete their Pitstop and wait on the Pit exit until the lights turn green.

## 11b Yellow Lights

If a yellow light is shown, Race Control will simultaneously limit the speed of all karts by remote.

- Yellow lights apply to the whole circuit i.e. full course yellow
- Single file, no overtaking. Drivers deemed to have overtaken under Yellows will be given a Black Flag.
- The remote speed limiter restricts all karts to a fast walking pace.
- Drivers should expect imminent track blockages and be prepared to stop.

Lights will change to green without warning. Racing is immediately resumed with speed restrictions removed.

## 11c Blue Flag

A Blue Flag will be shown if a driver is about to be lapped by another driver. For example, a race leader may be closing on a backmarker and is likely to be impaired by the slower kart within a lap.

- The driver receiving the Blue Flag must allow the 'leader' (the kart ahead on track position) to pass at the earliest opportunity within a lap of being shown the Blue Flag.
- The other driver must be allowed to pass safely, without impairing them. Suddenly braking or changing direction is not a good idea.
- It is the responsibility of the driver being shown the Blue Flag to be aware of their track position and ensure they do not lose time themselves whilst making the manoeuvre. This is a skill in itself.

## 11d Black and White Warning Flag

The black and white diagonal Warning Flag will be shown for persistent minor rule infringements, or a more severe rule infringement that is not serious enough to warrant a Black Flag or Bad Pass Flag at this stage.

### **11e Black Flag**

The Black Flag will be shown for a major rule infringements. Drivers receiving a Black Flag must make a Pitstop to complete a drive-through penalty (stopping at the f-LAPS control points) before rejoining the track.

In case of a disqualification, circuit staff will direct the driver to one side upon entry to the Pitlane, to allow the driver safe exit from the kart without impeding other drivers in the Pitlane.

Failure to complete a drive-through penalty within 3 laps will result in the driver being disqualified from the race.

### **11f Bad Pass Flag**

The Bad Pass Flag is a red flag with diagonal black chevron. This will be shown if Race Control deems an overtaking move to be a 'bad pass' i.e. a position gained unfairly.

The Bad Pass Flag may be shown in place of a Black Flag to allow the driver to give back the position quickly in case of a non-deliberate mistake, and avoid a drive-through penalty. The driver has 1 lap to allow the overtaken driver to re-pass.

- Failure to allow the driver to re-pass within 1 lap will result in a Black Flag.
- Race Control may not always be able to show the Bad Pass Flag, for example if an incident needs to be reviewed in closer detail. For this reason, drivers are encouraged to demonstrate good sportsmanship by 'owning up' to honest mistakes and giving back the position before needing to be penalised.
- A Bad Pass Flag may not be shown if Race Control deems an overtake to be particularly aggressive: in this case, a Black Flag may be more suitable.

### **11g Overtaking and Defending**

Whilst every overtake is different, as a general rule of thumb, the overtaking driver should ensure that they are suitably alongside the kart being overtaken BEFORE the normal turning in point for a corner is reached.

The overtaking driver is also expected to demonstrate good sportsmanship by leaving room for the overtaken driver to exit the corner without being 'squeezed'.

Taking a defensive line is allowed, but as per F1, excessive weaving across the circuit to block another kart is not.

The decision on whether overtaking/defending is fair or not is made by the circuit staff, and their decision is final.

### **11h Chequered Flag**

Chequered Flag is shown at the end of each session. Drivers should slow to Yellow light speed, and stay in single file with no overtaking. Be prepared to follow circuit staff directions towards the end of the lap.

## 12 CONDUCT & PENALTIES

### 12a Note to drivers on Conduct

BRKC is an unbiased, competitive but above all friendly competition. The success of previous events is largely thanks to the welcoming atmosphere and respect that drivers have for each other – something increasingly rare in motorsport.

Please remember the following:

- The circuit and organisers enforce rules and penalties not to ruin anyone's day, but to allow a safe, fair and enjoyable event. On track incidents / disagreements happen occasionally, as is inevitable with close competition. Every incident is different, and some are more open to interpretation than others. By entering BRKC, drivers and spectators understand that the circuit staff make penalty decisions in good faith, based on the information available to them.
- The circuit and organisers want you to have a great event and put in a tremendous amount of effort and personal time to make the event a success. Antisocial or aggressive behaviour towards them or anyone else has no place at BRKC, and will not be tolerated on or off the circuit. As a broadcast British Championship, drivers and spectators should behave accordingly - in a polite and respectful way at all times – even if a decision goes against them. This includes conduct via social media.

### 12b Championship rules, format and penalties

All regulations, championship penalties, formats and other BRKC matters are non-negotiable. Each regulation has been thought about in detail.

Any requests for changes or suggestions for regulation alterations should be sent by email to [admin@bradleyphilpot.com](mailto:admin@bradleyphilpot.com) and not discussed on social media.

### 12c Final Decision

All penalties applied during racing will be at the sole discretion of the circuit. The circuit's decisions are final.

### 12d Appeals

Race results as published and confirmed by the circuit are final. No appeals will be accepted regardless of fault.

For example: In football matches, replays after referee / linesman decision may show the ball crossed the goal line but no goal was awarded. Despite this, the referee / linesman decision remains unchanged as does the final result. However:

- Where possible, the circuit staff will explain the reasoning behind a decision to the drivers affected.
- Where possible, if an administrative error is brought to the organiser's attention, these will be corrected.
- In so far as possible, legitimate grievances will be taken into account in future races to avoid similar problems in the interest of fair racing.

#### **12d Disqualification for antisocial or aggressive conduct**

Drivers disqualified for antisocial behaviour on or off the circuit are not permitted to take any further part in the competition. No refunds will be given. In addition, a driver may be disqualified if a spectator associated with them behaves in this manner. This is at the complete discretion of the circuit.

#### **12e Disqualification for other misdemeanours**

Drivers disqualified for reasons other than violent or dangerous conduct during a BRKC race will result in the driver being given Points for Last Place (1 point only), in a post-race penalty.

#### **12f Post-Race Penalties**

As much as possible, penalties will be dealt with during the race in question to avoid confusion over the final race results.

However, in situations where this may not be possible (for example, no time to serve a Black Flag Penalty before the end of the race, or an incident requiring further investigation by Race Control) a Post-Race points penalty may be given.

Points penalties will reflect, in so far as possible, the position the driver would have finished in had they served a Black Flag drive-through pitstop.

Points cannot be awarded to drivers who have been disadvantaged by the offending driver.

## 13 AWARDS

### 13a Eligibility

BRKC drivers finishing 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in the Final are eligible to receive trophies.

All drivers are eligible to win the special awards included in the event as defined below.

### 13b Finishing positions

Finishing positions of the Final = BRKC overall Top 10. There are no points for the Final.

11<sup>th</sup> to 100<sup>th</sup> position is based on total points scored at the end of the Semi Finals.

### 13c 2016 Awards

The following awards are available for BRKC 2018:

- Championship Trophies for overall 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> placed drivers.
- Free entry to the Kart World Championship 2018 for overall 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> placed drivers.
- Cash Prize for overall 1<sup>st</sup> placed driver.
- Kam Ho Memorial Trophy – best placed driver aged 40+.
- Genevieve Reason Memorial Trophy - 'Most Gutsy Driver', as nominated by the commentator.

### 13d Restrictions

The following restrictions apply:

- Free entry into the KWC 2018 does not include travel, accommodation, practice or any other extras. It is the entry fee alone, which covers all racing (other than the Nations Cup) at the KWC.
- There is no cash alternative to the KWC entry prize.
- Winner's prizes will not be handed to the next driver in the finishing order, if the original driver is unable to claim the prize.
- The Cash Prize for the winner will consist of £10 per driver entered. For example, 100 drivers entered = £1000 prize.

By participating in BRKC 2018, you are agreeing to the above set of regulations.

Please read all rules and regulations carefully before competing in the British Rental Kart Championship.

**ALL QUESTIONS SHOULD BE DIRECTED TO THE SERIES ORGANISER: [admin@bradleyphilpot.com](mailto:admin@bradleyphilpot.com)**