



REGULATIONS AND INFORMATION

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.

1 ENTRIES	PAGE 1
2 FORMAT AND GRIDS	PAGE 2
3 OFFICIAL PRACTICE	PAGE 3
4 KART DRAW & KART CHANGES	PAGE 5
5 HEAT & SEMI FINAL PROCEDURE	PAGE 7
6 FINAL PROCEDURE	PAGE 8
7 PITSTOP PROCEDURE	PAGE 9
8 POINTS SCORING SYSTEM	PAGE 12
9 EQUIPMENT	PAGE 13
10 WEIGHT	PAGE 14
11 CIRCUIT RULES	PAGE 16
12 CONDUCT & PENALTIES	PAGE 18
13 AWARDS	PAGE 20



1 | ENTRIES

1a | COST

BRKC 2024 Entry fee is £250 per driver. Full payment is required to confirm entry. Payments are strictly non-refundable, non-transferable.

1b | PAYMENT

Entries must be paid for online via the BRKC website (www.brkc.co.uk). Entries are not confirmed unless payment is made at the time of entry. Instalment options are available, subject to availability.

1c | LAUNCH DATES & DEADLINES

BRKC 2024 will feature a staged entry process, giving the top 30 drivers from the previous year's event an early opportunity to enter this event from 20:00 on 1st November 2023.

From 20:00 on 8th November 2023, entries open formally to all prospective drivers and will be released in batches of 30, weekly, until the event is full.

Entries close on December 31st 2023. At the discretion of the organiser, entries may be allowed but cannot be guaranteed after this point.

1d | CAPACITY

BRKC 2024 is limited to the first 100 drivers to enter and pay in full (see **1c**). Any entries made after this limit has been reached will be added to a reserve list, managed by the organisers, 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 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 be lapping at 36.3 seconds or faster.

Staff from the host circuit may not compete in BRKC.



2 | FORMAT & GRIDS

2a | SCHEDULE

BRKC 2024 is comprised of three days:

- **Friday 19th January:** Official Practice
- **Saturday 20th January:** Heats (Rounds 1, 2 and 3)
- **Sunday 21st January:** Heats (Rounds 3 and 4), Semi-Final, Final, Awards Presentation

2b | FORMAT

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

- 2 x 10 Minute Practice Sessions (BRKC Friday)
- 4 x 20 Minute Heats

In addition:

- The top 30 drivers after the Heats will compete in a further 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 2024 features two track configurations, 'Standard' and 'Alternate'. The Alternate layout is intended to be as unique as possible each year, and no practice will be allowed on this layout on the lead-up to the event.

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 7th January 2024 (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 2024 may take part in the Official Practice. Each competitor is granted at least two 10 Minute Timed Practice sessions on this day as part of their entry* (see **3c**).

3b | SCHEDULE

Official Practice for BRKC 2024 is on Friday 19th January 2024. Practice will be on the Standard Layout.

The first session will begin at 10:00, and the last session will finish by 20:00. Sessions will start every 15 minutes (allowing 5 mins turnaround / refuelling time).

Capacity has increased to 10 drivers per session, and session duration has decreased to 10 Minutes.

3c | BOOKING PRACTICE

After entries close, entrants will be supplied with a code allowing them to book two practice sessions of their chosen time online (this is included in the entry fee).

All sessions (including **3d 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. Once a session is full, further bookings for that session will not be possible.

3d | ADDITIONAL SESSIONS

Further available practice slots will be made available to book, once the initial sessions are filled, through the BRKC website (www.brkc.co.uk/practice). There may be limits to how many sessions may be booked by each entrant per day.

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. The week of BRKC itself can be limited in availability due to event and kart preparations. Contact sales@formulafast.co.uk 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 must arrive at the venue least 30 minutes before their session, and be ready in the pitlane at least 5 minutes before their 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.

- Display the official BRKC visor strips or the BRKC logo on their person from BRKC practice onwards.
- Run at the official minimum weight (90kg). Drivers failing to meet the weight limit risk their times being invalidated on the timing system.



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 random kart number. The number drawn will be the kart driven for that session or race.

In the event that the circuit are concerned about a potential problem with a kart that has been drawn, but are satisfied that the kart is safe to be driven, the driver will be given the option to follow the Kart Change Procedure (see **4e**).

4b | DRAWING THE SAME KART

If a driver has already selected that kart number in a previous heat, a new different random number will be drawn instead.

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 either BEFORE or AFTER qualifying (not both).

- 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)
- Drivers may not change kart DURING qualifying apart from in the unlikely event there is a serious mechanical failure (see **4d Mechanical Kart Change**)

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. If feasible, the new kart will be driven by circuit staff beforehand, and the driver will be permitted to rejoin the track in the position they were in when the race was stopped. However, this is entirely at the discretion of the organisers.
- 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 the Spares.
- The Spare number drawn will be the kart driven, even if that kart has been used before by that driver.
- 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

The final decision to allow or deny a driver to change kart, or rejoin the session in a particular position, is entirely at the discretion of the organisers – as is making ‘in-event’ adjustments to individual karts and the kart lineup in general. The organisers 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.

Formula Fast's failure rate is less than 0.1% of all drives in the last 12 months, 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 in karts selected in the Kart Draw pre-race.

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.
- If the flow of traffic is seriously impeded, or drivers deliberately slow to let others pass, qualifying may be restarted and/or penalties may be applied to individual drivers at the discretion of Race Control.
- Fastest driver in Qualifying will take pole position, 2nd 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:

- On the way to the back straight, drivers should organise themselves in their Qualifying order using the scoreboards on the track. Look for the kart number ahead of you, and place yourself behind that kart.
- Circuit staff will verify the Qualifying order is correct before the main gantry on the main straight.
- When directed, all drivers should proceed to the end of the main straight in single file and wait for the signal to commence the rolling start.

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 when the clock reaches zero, plus 1 lap.

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 the average fastest lap set during the heats will be taken into account.

6b | FINAL QUALIFYING

A kart will be selected by the race officials and driven by a staff member for 3 laps before Final Qualifying begins to bring tyres up to working temperature. This kart will be used by each driver in succession.

- Drivers will each complete a Superpole Qualifying in this kart, in order of the top 10 points ranking. The points leader can select an ascending or descending order of Superpole Qualifying.

6c | FINAL KART DRAW

After qualifying, drivers will pick karts for the Final in the order of their total cumulative points so far. Karts pre-allocated to the spares row (which will include the Superpole kart) by circuit staff may not be picked.

The points leader has the first choice of kart number, Second highest points 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 PITSTOP for each driver during every race, consisting of two 'stop-go' GATES in the pitlane. 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 | PITSTOP DEFINITIONS

- PITSTOP: Is the process of entering and leaving the pitlane, passing through the two GATES
- GATE: Is the individual control point, with traffic lights, at which drivers are required to stop
- VALID PITSTOP: Is a pitstop that has been completed without **YELLOW** lights showing on either gate, or breaking any other rules
- INVALID PITSTOP: Is a pitstop that has resulted in a **YELLOW** light being shown on one or both gates, or other rules have been broken

7c | NUMBER OF PITSTOPS

The number of required Pitstops are:

- Heats and Semi Finals – 1 VALID Pitstop
- Final – 2 VALID Pitstops

7d | 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.
- CLOSES on the lap that 'Last Chance To Pit' sign has been displayed to the driver. Pitstop after this lap / 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' sign is shown to avoid a post-race penalty.

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

7e | PIT ENTRY

Drivers must signal their pitstop by raising their hand before the 'PIT' entry lane, and keeping to the right on the approach to the final corner, within the marked lane.

If a driver is found to have been unsportsmanlike/unsafe in their pit entry by failing to follow the procedure above, or impedes another driver by incorrectly pitting, 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.

7f | f-LAPS LOCATION AND MECHANISM

There are two GATES 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 GATES as opposed to just 1 is to ensure karts cannot carry speed in the pitlane.

7g | f-LAPS PROCEDURE

The following simple procedure should be followed at each GATE:

1. No lights: pull up closer to the f-LAPS beam. **You must stay centred in the marked lane.**
 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.
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- 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.
 - Standard traffic light rules apply to the pitlane as well as the track.

7h | INVALID PITSTOPS

The following will render the Pitstop INVALID:

- Pitstop made before the pit window opens
- Making significant contact with other karts, objects or people when entering or driving in the pitlane
- Driver 'latching' onto driver ahead, using kart, body or objects to mislead the f-LAPS system

Failing any of these rules, the driver will be required to return to the pitlane to complete a VALID stop. An INVALID board may be shown to the driver for clarity.

In addition, the f-LAPS system displaying a **YELLOW** light indicates the pitstop was INVALID:

- 1 x **YELLOW** light = 1 extra VALID pitstop required
- 2 x **YELLOW** lights = 2 extra VALID pitstops required

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 this.

However, no black flag will be shown. Ultimately it is the driver's responsibility to ensure they have completed the required VALID stops before the end of the race.

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.



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.

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

8b | POINTS SYSTEM

1st = 10

2nd = 9

3rd = 8

4th = 7

5th = 6

6th = 5

7th = 4

8th = 3

9th = 2

10th = 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 2024.

8e | TEAM SCORING

Drivers earn points for their team as per the system above. Teams must be formed of a maximum 4 drivers.



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.

Radio communication is not permitted.

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 or BRKC stickers to be applied to the visor and/or helmet. At least one BRKC branded item **MUST** be worn from Official Practice onwards.

Providing branded stickers 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 BRKC session, including Official Practice (Friday).

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, unless otherwise approved by circuit staff.

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 third 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 once 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.

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/LIGHTS

A Blue Flag/Lights 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/Lights 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/Lights 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.
- Drivers may not complete a Pitstop in substitution of giving a position back. They must give the position back first, and then complete a Pitstop.

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 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.

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](#) 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 penalty during the race.
- Drivers ignoring/not serving penalties during the race may face a greater penalty post-race, including (but not limited to) championship points deductions and exclusions from future races.
- Points cannot be awarded to drivers who have been disadvantaged by the offending driver.
- The penalty applied is at the sole discretion of the circuit. The circuit's decision is final.

12g | TEAM CONDUCT

Teams as whole must also conduct themselves in a sporting manner. Drivers employing unsportsmanlike tactics or behaviour to benefit their own teammates, or to disadvantage other teams, may also be penalised at the discretion of the circuit.

12h | PARTICIPATION

A driver failing to attend a race without a satisfactory reason may be prevented from entering future BRKC events. Drivers are expected to participate fully, even if their own races may not be going to plan. Failing to do so is disrespectful to other competitors and the organisers, and unfair to those who were unable to secure an entry.



13 | AWARDS

13a | ELIGIBILITY

BRKC drivers finishing 1st, 2nd and 3rd 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 Driver Championship Top 10. There are no points for the Final.

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

The Team Championship is calculated from the combined points from all drivers in a team, up to and including the Semi Finals.

13c | 2024 AWARDS

The following awards are available for BRKC 2024:

- Championship Trophies for overall 1st, 2nd and 3rd placed drivers.
- Free entry to the Kart World Championship 2024 for overall 1st, 2nd and 3rd placed drivers.
- Cash Prize for overall 1st placed driver.
- Medals for Heat 1st, 2nd & 3rd placed drivers, trophies for Semi Final winners.
- Team Trophy – best placed team after Semi Finals.
- Special awards may be presented after the event based on individual performances.

13d | RESTRICTIONS

The following restrictions apply:

- Free entry into the KWC 2024 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 are non-transferable and cannot 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 2024, 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 ORGANISERS