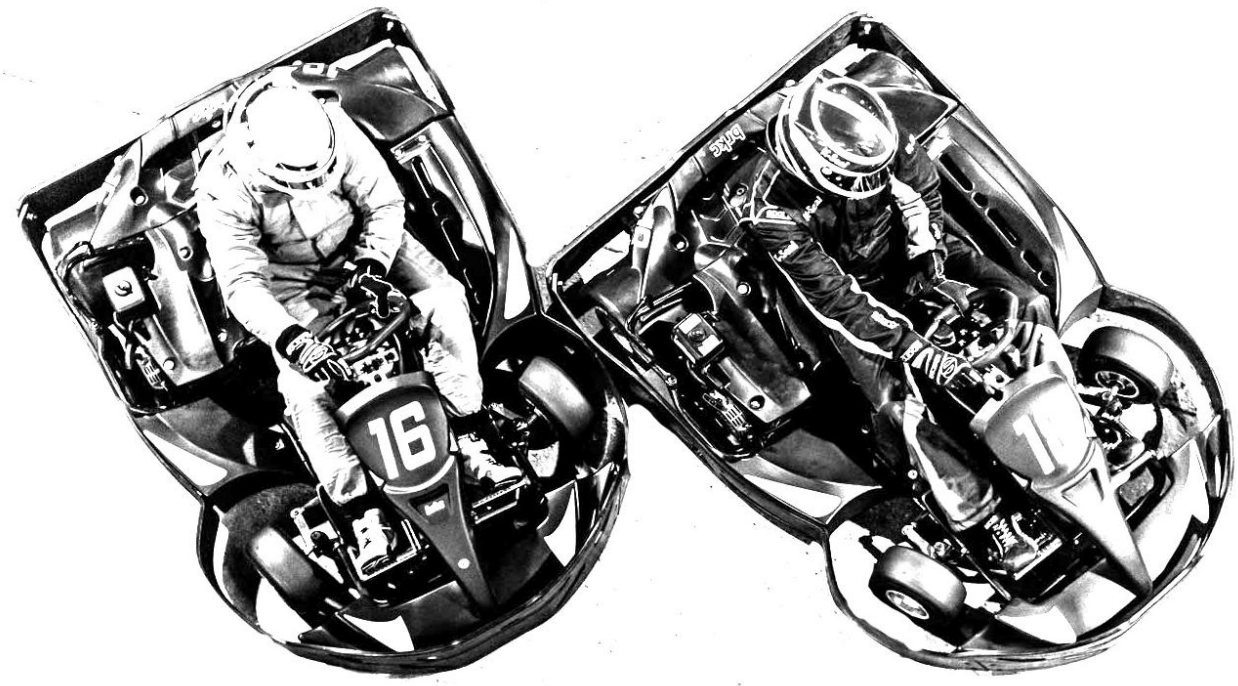


BRKC2027

CHAMPIONSHIP REGULATIONS

BRITISH RENTAL KART CHAMPIONSHIP | V2026-09-19A

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1 | ENTRIES

1A | ENTRY FEE

BRKC 2027 Entry fee is £260 per driver.

- Full payment is required to confirm entry.
- Payments are strictly non-refundable, non-transferable.

1B | PAYMENT METHODS

All 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.
- Most major debit/credit cards are supported
- Instalment options are available via Klarna, subject to eligibility.

1C | LAUNCH DATES & DEADLINES

BRKC 2027 will feature an invitational entry process:

- **Applications**: Applications open 20th September 2026. All potential drivers may apply. Fully complete, detailed applications and previous experience are an advantage.
- **Driver Selection**: Applications are reviewed and drivers shortlisted.
- **Drivers Reveal**: Shortlist is revealed and shortlisted drivers invited to confirm entry
- **Confirmed Entrant**: must complete their full entry within 24 hours. After this window, their place will be offered to the next provisional entrant if no valid entry has been received.

All applications received are placed on our Reserve list unless invited to complete a full entry.

1D | CAPACITY & RESERVES

BRKC 2027 is limited to the first 100 drivers to enter and pay in full.

- Any provisional entries submitted after this limit has been reached will automatically be added to the reserve list.
- Reserve drivers may be offered entry to BRKC if spaces become available due to cancellation or non-completion of entries within the 24 hour invitation window.

1E | ENTRY CRITERIA

To enter BRKC, drivers must:

- Be aged 15 or over at the time of the event.
- Be capable of driving rental karts safely, to a high standard, and with a comprehensive understanding of standard rental karting rules & procedures. Frequent spins or crashes are unacceptable.
- Be capable of lapping within 1 second of the fastest driver in any given session (e.g. 34.0 seconds or faster, if the fastest lap in a session is 33.0 seconds)
- Not be currently employed by the host circuit.

The Organisers reserve the right to refuse or exclude drivers unable to meet these criteria, during BRKC.

2 | FORMAT & GRIDS

2A | SCHEDULE

BRKC 2027 is comprised of three days:

- **Friday 26th February:** Official Practice
- **Saturday 27th February:** Heats (Rounds 1, 2 and 3)
- **Sunday 28th February**: Heats (Rounds 3 and 4), Semi-Finals, Grand Final, Awards.

2B | FORMAT

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

- 2 x Practice Sessions (BRKC Friday)
- 4 x 20 Minute Heats (inc. Superpole Qualifying)

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 & Semi Finals will compete in the 30 Minute Grand Final

2C | HEAT ROUNDS

The Heats are divided 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 2027 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 13h February 2027 will allocate drivers to their respective Heats.

- BRKC uses a 'Heats Dispersal' formula to ensure a wide spread of drivers across the rounds, in order that the same drivers do not compete in the same Heats, as far as mathematically possible.
- 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

Drivers only may take part in Official Practice if:

- They are confirmed entrants to BRKC 2027.
- They have watched the BRKC Driver Briefing and completed the 'Briefing Declaration'

3B | SCHEDULE

Official Practice for BRKC 2027 is on Friday 26th February 2027.

- Practice is on the Standard Layout,
- f-LAPS Pitstop system will be in use (subject to availability).
- Sessions begin at 10:00 and end by 22:00.
- Session duration is 20 Laps (subject to an 11 minute cap).
- Sessions will start every 15 minutes (allowing 5 mins turnaround / refuelling time).
- Capacity is 10 drivers per session.

3C | BOOKING PRACTICE

Official Practice sessions may be booked through the BRKC website (www.brkc.co.uk/practice).

- Availability is strictly on a first-come, first-served basis.
- Release dates/times are detailed after the Live Heats Draw.
- Limitations may apply. Please read and follow any instructions carefully.
- The organisers are not responsible for ensuring that each driver has booked practice, or completed the same amount of practice as other drivers.
- The system is designed to offer a fair allocation of spaces as they become available.

3D | INCLUDED SESSIONS

Each driver is granted at least two Official Practice sessions as part of their entry* (see 3c).

A unique redemption code will be supplied to drivers before Official Practice bookings open.

3E | ADDITIONAL SESSIONS

Further available Official Practice slots will be available after initial practice sessions are filled.

- Entrants will be notified before additional slots are released.
- There may be limits to the number of additional sessions that can be booked by each entrant per day. This is to ensure each entrant has a fair opportunity to book available slots.

3F | PRACTICE REQUIREMENTS

Drivers taking part in any practice sessions during BRKC week are required to:

- Keep themselves informed of session availability to ensure they do not miss out. Notifications will be via email, website and social media.
- Ensure they are present and ready to drive in good time for their session.
  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 (no refunds/transfers for late arrivals).
- Display the official BRKC visor strips, or the BRKC logo, on their person.
- Drive with the official minimum weight of 90kg. Underweight drivers risk their times being invalidated on the timing system.

3G | NON-OFFICIAL PRACTICE SESSIONS

Demand for available practice sessions, especially during BRKC week, is always high.
Drivers are encouraged to practice in advance of Official Practice where possible.

- **Public events**: The circuit generally has good 'Timed Practice' availability, particularly on weekdays, on the weeks leading up to the event. These sessions are open to the public.
- **Member events**: The circuit offer 'Unlimited Karting' events exclusively to Members on the months preceding the event, usually on a Sunday evening.
- **Unofficial BRKC Practice**: Wednesday & Thursday of BRKC week are allocated as 'Unofficial BRKC Practice' for BRKC entrants & subject to demand. The format is usually the same as 'Official Practice'.

All sessions can be booked online via the BRKC website, or the circuit directly (www.formulafast.co.uk).
Alternatively, drivers may contact sales@formulafast.co.uk or call 01908 904111 for more information.

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

Specific rules apply 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 was drawn 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 an experienced test-driver & racer from the circuit. 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 & points awarded by finishing position, with the exception of the pre-race 'Superpole' qualifying session which is classified by fastest lap (no points awarded for Qualifying).

5B | QUALIFYING

Each race is preceded by a 1 lap 'Superpole' Qualifying session in karts selected in the Kart Draw pre-race.

1. Qualifying consists of one 'warmup' lap from the pitlane, which leads onto a 'flying' lap:
2. The 'flying' lap starts the second time the driver crosses the start/finish line.
3. The 'flying' lap ends the third time the driver crosses the finish line.
4. 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:

1. On the way to the back straight, drivers should organise themselves in their Qualifying by looking for the kart number ahead of them on the scoreboard, and placing themselves behind that kart.
2. Circuit staff will verify the Qualifying order is correct before the main gantry on the main straight.
3. 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 an 'all clear' signal to commence a rolling start when happy to proceed:

1. All drivers shall remain in single file, no overtaking before the start line
2. Pole Position is responsible for maintaining a fast walking speed under yellow lights
3. 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.
4. The race begins as the karts cross the start line.

- A False Start is indicated by the False Start flag and/or 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
- 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

The chequered flag will be shown to the leader onwards, 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 prepare 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 advance to 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

Qualifying for the Final differs slightly from the standard qualifying procedure.

- A kart will be selected by the circuit in advance and driven by a staff member for 3 laps before the Final Qualifying begins, to bring tyres up to working temperature.
- This selected kart will be used by each driver in succession.
- Drivers each complete a Superpole Qualifying in this kart, in order of the top 10 points ranking. The time set by each driver decides the starting order of the Final itself.
- The points leader may choose Superpole Qualifying to be held in ascending or descending order.
- Drivers must complete their in-lap at a reasonably fast pace, on the standard racing line, and without making unnecessary contact with barriers, so as not to impede the following driver. Penalties may be awarded for unsportsmanlike conduct.

6C | FINAL KART DRAW

Karts for the Final are allocated as follows:

- 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 of kart 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.

There will be a minimum 30 minute gap after the end of the Semi-Finals before the start of the Final Qualifying, in order for the event points to be calculated and checked, and the Final Qualifying prepped.

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 'Pits Closing' sign/light has been displayed to the driver. Pitstop after this lap / No Pitstop = Points for Last Place (1 point only).
- Drivers who have not already pitted MUST pit at the end of the lap that the 'Pits Closing' sign/light is shown to avoid a post-race penalty.
- The 'Pits Closing' sign/light 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
   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.
- 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 an invalid stop
- No black flag will be shown. 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 2027.

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.

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 and/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 have final responsibility for checking that all weights are secure 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.

- Seats 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.

- The official scales are located in the pitlane.
- Additional scales may be available 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.

10G | WEIGHING PROCEDURE

After each race:

- The top three drivers will be weighed on the official pitlane scales.
- Circuit staff may perform random spot-checks on any driver.
- These drivers may not leave the pitlane or be in contact with non-drivers until they have been weighed.

10H | UNDERWEIGHT PENALTY

If a driver is confirmed to be underweight:

- Regardless of the amount by which they are underweight, they will be given Points for Last Place (1 point only), in a post-race penalty.
- Further championship point deductions may be issued to drivers for every 1 kg underweight, to discourage deliberate underweighting that may influence race results unfairly.
- In case of dispute, the driver may step off and back onto the scales once to allow them to ‘re-zero’.
- If circuit staff 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' 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. Failure to obey this rule may result in a penalty.

11G | OVERTAKING AND DEFENDING

Whilst every overtake is different, as a general guideline:

- 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'.
- The driver who has been overtaken must concede the place fairly, 'hanging on' unnecessarily by failing to concede track space and therefore causing a further incident may also be penalised.
- 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 Race Control, 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 emailed to the organisers, and not discussed on social media.

12C | FINAL DECISION

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

12D | APPEALS

Race results as published and confirmed by the circuit staff 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.

Trackside staff involved directly in the operation of sessions will not be able to deal with queries relating to incidents or penalties. These will be dealt with at the discretion of the Race Incident Director, who is located in the Filming Studio/Office upstairs, on a case-by-case basis if & in the order they deem necessary.

12E | 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.

12F | 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.

12G | DURING-RACE & 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. During-Race penalties may include (but are not limited to):

- Bad-pass Flag
- Time penalty
- Black Flag (stop-go pitstop completion)
- Black Flag (DSQ with no further participation in that race)

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 is 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 staff. The circuit's decision is final.

12H | 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.

12I | 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

Championship finishing positions are as follows:

- 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 | 2027 AWARDS

The following awards are available for BRKC 2027:

- Championship Trophies for overall 1st, 2nd and 3rd placed drivers.
- Free entry to the Kart World Championship 2027 for overall 1st, 2nd and 3rd placed drivers.
- Cash Prize for overall 1st placed driver.
- Medals for Heat 1st 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 2027 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 2027, 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