



## **Armed Forces Karting Championship 2024**

### **Endurance Class**

## **Sporting and Technical Regulations**

**Published Copy**

#### **ADDITIONAL INFORMATION:**

**Flt Sgt Kurt Smith**  
*RAFMSA Kart Secretary*

Service Complaints Team  
RAF Wycombe  
Bucks HP14 4UE

Tel: 07794 600146  
E-mail: [kurt.smith764@mod.gov.uk](mailto:kurt.smith764@mod.gov.uk)

**Mr Kevin Meynell**  
*Sporting Coordinator*

12 Ringwood Road  
Risinghurst  
Oxford OX3 8JA

Tel: 07876 742072  
E-mail: [kevin@meynell.com](mailto:kevin@meynell.com)

*The RAFMSA maintains contact information compiled from RAFMSA Membership Applications and Event Entries. This is only used to send announcements or to make contact regarding club matters and is not passed to any outside organisation.*

## 1. Sporting Regulations – General

### 1.1 Title & Jurisdiction

The Armed Forces Karting Championship Endurance Class is a team competition using Honda-powered Prokarts. It is organised and administered by the Royal Air Force Motor Sports Association (Kart Section) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Championship Regulations, and any Supplementary Regulations that may be issued.

The Championship Organisers reserve the right to issue additional clarifications to these regulations, which will be published on the AFKC website (see <https://afkc.alphatiming.co.uk>)

Motorsport UK Championship Permit No. **CH2024/K043**

Motorsport UK Championship Grade: D

### 1.2 Officials

1.2.1 Coordinator: Mick Streek

1.2.2 Eligibility Scrutineer: Kelvin Nicholls

1.2.3 Stewards: Duncan Masters, Ben Moore & Kurt Smith

### 1.3 Competitor Eligibility

1.3.1 Drivers must be members of the Royal Air Force Motor Sport Association (RAFMSA), British Army Motorsports Association (BAMA), or Royal Navy Royal Marines Motor Sport Association (RNRMMSA).

1.3.2 Drivers must hold a valid 2024 Motorsport UK Competition Licence - Kart Clubman or higher, or Race Club or higher. *A Kart Clubman Licence may be obtained online at a cost of £45 and does not require an ARKS test or medical certification.*

1.3.3 Drivers must hold a valid 2024 Motorsport UK Competition Licence to participate in open practice (see 1.5.4), unless otherwise stated in the Supplementary Regulations for the event.

1.3.4 Drivers must be at least sixteen years of age. For drivers under the age of eighteen, a parent or guardian must also hold a valid Kart PG Entrant's Licence, and where the holder of that licence is not present at a meeting, a suitable representative must present written authorisation together with the licence.

1.3.5 All necessary documentation must be presented for checking when signing on at each round and be available for inspection by the Clerk of the Course or Stewards of the Meeting at any time. Non-compliance will result in refusal of entry.

### 1.4 Registration

1.4.1 Teams must register for the Championship by **28 February 2024** if they wish to ensure a place at every round. Registration for the Championship is otherwise automatic upon a team submitting their first entry.

1.4.2 Registration will be free of charge.

1.4.3 Every registered team will be assigned a number for the season. Teams that raced the previous season may use the same numbers, but requests for other numbers will be on a first-come-first-served basis.

1.4.4 Teams involving serving military personnel are requested to use station/unit names or other official affiliations. Under no circumstances may teams use names that are rude or offensive.

## ARMED FORCES KARTING CHAMPIONSHIP 2024 – ENDURANCE CLASS

- 1.4.5 There shall be three championship categories: 'Overall' for all teams, 'Military' for teams entered by recognised station and unit clubs, and 'Super Category' for heavyweight teams provided at least three teams qualify for this category. A Station/Unit Trophy will also be contested between station/unit clubs, and an Inter-Service Cup between the Royal Navy, Army and Royal Air Force at the last round.
- 1.4.6 To be recognised as a Military team, a team must be entered by a recognised station or unit club and at least 50% of the drivers used in each race must be serving military personnel. A team may qualify as a Military team if it fulfils these requirements in at least one race, but any race where this requirement is not met will only count towards the Overall Championship (and Super Category Championship if applicable).
- 1.4.7 To be recognised as a Super Category team, a team must comply with the minimum weight (see 3.11) and number plate (see 3.13) requirements. A team may qualify for the Super Category Championship if it fulfils these requirements in at least one race, but any race where these requirements are not met will only count towards the Overall Championship.
- 1.4.8 Each station/unit club may nominate up to five teams as their representatives in the Station/Unit Trophy. Other teams may be nominated as a separate entry. These teams must be nominated for each round and must fulfil the requirements of a Military team (see 1.4.6). Any race where a team does not meet this requirement will not count towards the Station/Unit Trophy.
- 1.4.9 The RNRMMSA, BAMA and RAFMSA may each nominate up to four teams as their representatives in the Inter-Service Cup. These teams must be nominated prior to the last round and must fulfil the requirements of a Military team (see 1.4.6). Any race where a team does not meet this requirement will not count towards the Inter-Service Cup.

### 1.5 Rounds

- 1.5.1 The Championship will be held over seven rounds.
- 1.5.2 Dates and venues:

Date	Venue	Host Club/Circuit	Grid (E/S)
22/23 Mar 2024	Wombwell	Wombwell Karting	30/24
26/27 Apr 2024	Ellough Park	Ellough Park Race Circuit	46/30
24/25 May 2024	Clay Pigeon	Clay Pigeon Raceway	40/34
28/29 Jun 2024	Fulbeck	Fulbeck Kart Club	40/34
26/27 July 2024	Llandow	Llandow Circuit	40/34
30/31 Aug 2024	Bayford Meadows	Bayford Meadows Kart Circuit	40/34
27/28 Sep 2024	Rowrah †	Cumbria Kart Racing Club	45/34

† Inter-Service Cup

- 1.5.3 Each round will be organised as follows:

1) *Scheme 1*

If the number of entrants does not exceed the maximum endurance grid size (see 1.5.2), two races of 2 hours duration each will be scheduled with every team competing in both races. Sprint Qualifying will be used to determine the grid positions for both races.

All races, qualifying and official practice will be held on the Saturday only.

2) *Scheme 2*

If the number of entrants exceeds the maximum endurance grid size (see 1.5.2) but does not exceed the maximum grid size multiplied by 1.5, three races of 1½ to 2 hours duration each will

be scheduled with every team assigned to two races. These assignments will be made so the races are approximately equal in size and strength of composition. Timed Qualifying will be used to determine the grid positions for each race.

All races, qualifying and official practice will be held on the Saturday only.

3) *Scheme 3*

If the number of entrants exceeds the maximum endurance grid size (see 1.5.2) multiplied by 1.5 but does not exceed the maximum endurance grid size multiplied by 2, two Semi-Finals of 1 hour duration each will be scheduled with every team assigned to one of these. These assignments will be made so the Semi-Finals are approximately equal in size and strength of composition. Timed Qualifying will be used to determine the grid positions for the Semi-Finals.

The number of teams progressing from each Semi-Final to the A-Final of 1½ to 2 hours will normally be calculated as 50% (rounded down) of the total number of teams assigned to that race. The highest placed finishers in each Semi-Final will fill these places, with the remaining teams (including any non-starters or non-classified teams) being assigned to the B-Final of 1½ to 2 hours. Up to 4 of the highest placed finishers in the B-Final will then progress to the A-Final, dependent on the maximum endurance grid size and the number of remaining places. The grid positions for the A and B Finals will be determined in accordance with 2.3.4.

In the event of a Semi-Final being cancelled or abandoned without a result being declared, the timed qualifying classification followed by the current championship standings (at the 1<sup>st</sup> round, the final standings of the previous season) will be used to determine which teams race in the A and B Finals. In the event of the B Final being cancelled or abandoned without a result being declared, the Semi-Final classifications will be used to determine which teams race in the A Final.

All races, qualifying and official practice will be held on the Saturday only.

4) *Scheme 4*

If the number of entrants exceeds the maximum endurance grid size (see 1.5.2) multiplied by 2, three Semi-Finals of 1 hour duration each will be scheduled with every team assigned to one of these. These assignments will be made so the Semi-Finals are approximately equal in size and strength of composition. Timed Qualifying will be used to determine the grid positions for the Semi-Finals.

The number of teams progressing from each Semi-Final to the A-Final of 1½ to 2 hours will normally be calculated as 30% (rounded down) of the total number of teams assigned to that race. The highest placed finishers in each Semi-Final will fill these places, with the remaining teams (including any non-starters or non-classified teams) competing in two Repechages of 1½ to 2 hours each that will be arranged to be approximately equal in size and strength of composition. Up to 6 of the highest placed finishers in each Repechage will then progress to the A-Final, dependent on the maximum endurance grid size and the number of remaining places. Timed Qualifying will be used to determine the grid positions for the Repechages, whilst the grid positions for the A-Final will be determined in accordance with 2.3.4.

In the event of a Semi-Final being cancelled or abandoned without a result being declared, the timed qualifying classification followed by the current championship standings (at the 1<sup>st</sup> round, the final standings of the previous season) will be used to determine which teams race in the A-Final. In the event of a Repechage being cancelled or abandoned without a result being declared, the Semi-Final classifications will be used to determine which teams race in the A-Final.

The Semi-Finals, qualifying and official practice will be held on the Friday, with the Repechages and A-Final held on the Saturday.

- 1.5.4 Open practice will be available on the Friday at each round in which entrants and non-entrants may participate.

1.5.5 The Championship Organisers reserve the right to alter the championship format at any time, including the number of races, qualifying and practice sessions, and the maximum number of entrants at each round. **They will also determine the composition of races at each round.**

1.5.6 Separate entries must be submitted for each round through the [online entry system](#).

The entry fee for each round is **£160** per team if paid at least 7 days in advance, and **£170** after that. The fee includes all races and qualifying to which a team is assigned, as well as official practice. The entry fee does not include other practice.

1.5.7 Entrants are encouraged to provide their own transponders (see 2.2.23). A number of transponders are available for hire at each round for **£10** per kart, with priority given to RAF entrants.

1.5.8 Entries may be refused if they are incomplete and/or the entry fee is not paid by signing on. Any dishonoured payments will subject to Motorsport UK Regulation C1.1.13.

1.5.9 **The maximum number of entrants at each round is the maximum endurance grid size of the circuit multiplied by 3 minus 10 (typically 110).** Entries will be accepted in the following order of priority provided they have been received at least 7 days in advance:

- 1) Teams registered under 1.4.1.
- 2) Teams from station/unit clubs entering five or fewer teams.
- 3) Teams that have raced the most rounds in the current season.
- 4) Teams that have raced the most rounds in the previous season.
- 5) Teams that have raced the most rounds in the previous three seasons.
- 6) Earliest date on which entries were received.

Any surplus entries will be held in reserve in case of withdrawals and entry fees will be refunded if unable to race.

1.5.10 The Championship Organisers reserve the right to cancel a round in the event of government and/or military restrictions, or if insufficient entries to cover costs have been received 14 days prior to a meeting. In this event, entry fees will be refunded.

1.5.11 In the event of a race or meeting being abandoned through bad light, inclement weather or force majeure, the Championship Organisers reserve the right to retain entry fees to defray costs incurred.

1.5.12 Each team must nominate a minimum of two drivers and may nominate a maximum of four drivers for each round. A driver may compete for more than one team during the season but may not compete for more than one team in the same race. A team may nominate a maximum of one driver from another team at the same round, provided the driver is serving military and does not compete for more than one team in the same race.

## 1.6 Scoring

1.6.1 **Overall Championship points will be awarded at each round as follows:**

### 1) *Scheme 1*

**For Sprint Qualifying, teams will be ranked in accordance with aggregate heat points scored during sprint qualifying (see 2.3.3). The 1<sup>st</sup> ranked team will receive 40 points, reducing by 1 point for each subsequent ranking down to the 40<sup>th</sup> ranked team (and below) receiving 1 point. Teams that have not been classified in at least one heat will receive no points.**

**For each race, the 1<sup>st</sup> placed team will receive 45 points, the 2<sup>nd</sup> placed team will receive 41 points, the 3<sup>rd</sup> placed team will receive 39 points, the 4<sup>th</sup> placed team will receive 37 points, reducing by 1 point for each subsequent placing down to the 40<sup>th</sup> placed team (and below) receiving 1 point. Non-classified and disqualified teams will receive no points.**

2) *Scheme 2*

For each race, the 1<sup>st</sup> placed team will receive 65 points, the 2<sup>nd</sup> placed team will receive 60 points, the 3<sup>rd</sup> placed team will receive 57 points, the 4<sup>th</sup> placed team will receive 54 points, reducing by 2 points for each subsequent placing down to the 21<sup>st</sup> placed team receiving 20 points, then reducing by 1 point for each subsequent placing down to the 40<sup>th</sup> placed team (and below) receiving 1 point. Non-classified and disqualified teams will receive no points.

3) *Schemes 3 and 4*

For each Semi-Final, the 1<sup>st</sup> placed team will receive 40 points, reducing by 1 point for each subsequent placing down to the 40<sup>th</sup> placed team (and below) receiving 1 point. Non-classified and disqualified teams will receive no points.

For the Finals and any Repechages, teams will be ranked in accordance with the A-Final followed by B-Final or Repechage classifications (teams in equivalent placings in each Repechage will be given the same rank). The 1<sup>st</sup> ranked team will receive 90 points, the 2<sup>nd</sup> ranked team will receive 85 points, the 3<sup>rd</sup> ranked team will receive 82 points, the 4<sup>th</sup> ranked team will receive 79 points, the 5<sup>th</sup> ranked team will receive 77 points, the 6<sup>th</sup> ranked team will receive 75 points, reducing by 1 point for each subsequent ranking down to the 80<sup>th</sup> ranked team (and below) receiving 1 point. Non-classified and disqualified teams in an A-Final will receive no points unless they can be ranked in accordance with the B-Final or a Repechage classification. Non-classified and disqualified teams in a B-Final or Repechage will receive no points.

1.6.2 Military Championship and Super Category Championship points will be separately awarded to military (as per 1.4.6) and heavyweight (as per 1.4.7) teams at each round as follows:

1) *Scheme 1*

For Sprint Qualifying, the teams in each category will be ranked in accordance with aggregate heat points scored during sprint qualifying (see 2.3.3). The 1<sup>st</sup> ranked team will receive 30 points, reducing by 1 point for each subsequent ranking down to the 30<sup>th</sup> ranked team (and below) receiving 1 point. Teams that have not been classified in at least one heat will receive no points.

For each race, the 1<sup>st</sup> placed team in each category will receive 30 points, reducing by 1 point for each subsequent placing down to the 30<sup>th</sup> placed team (and below) in each category receiving 1 point. Non-classified and disqualified teams will receive no points.

2) *Scheme 2*

For each race, the 1<sup>st</sup> placed team in each category will receive 45 points, reducing by 2 points for each subsequent placing down to the 16<sup>th</sup> placed team in each category, then reducing by 1 point for each subsequent placing down to the 30<sup>th</sup> placed team (and below) in each category receiving 1 point. Non-classified and disqualified teams will receive no points.

3) *Schemes 3 and 4*

For each Semi-Final, the 1<sup>st</sup> placed team in each category will receive 30 points, reducing by 1 point for each subsequent placing down to the 30<sup>th</sup> placed team (and below) in each category receiving 1 point. Non-classified and disqualified teams will receive no points.

For the Finals and any Repechages, the teams in each category will be ranked in accordance with the A-Final followed by B-Final or Repechage classifications (teams in equivalent placings in each Repechage will be given the same rank). The 1<sup>st</sup> ranked team will receive 60 points, reducing by 1 point for each subsequent ranking down to the 60<sup>th</sup> ranked team (and below) receiving 1 point. Non-classified and disqualified teams in an A-Final will receive no points unless they can be ranked in accordance with the B-Final or a Repechage classification. Non-classified and disqualified teams in a B-Final or Repechage will receive no points.

## ARMED FORCES KARTING CHAMPIONSHIP 2024 – ENDURANCE CLASS

- 1.6.3 Station/Unit Trophy and Inter-Service Cup points will be awarded to Military teams (as per 1.4.6) at each round as follows:
- 1) *Schemes 1 and 2*

For each race, the 1<sup>st</sup> placed military team will receive 30 points, reducing by 1 point for each subsequent placing down to the 30<sup>th</sup> placed military team (and below) receiving 1 point. Non-classified and disqualified teams will receive no points.
  - 2) *Schemes 3 and 4*

Military teams will be ranked in accordance with the A-Final followed by B-Final or Repechage classifications (teams in equivalent placings in each Repechage will be given the same rank). The 1<sup>st</sup> ranked military team will receive 60 points, reducing by 1 point for each subsequent ranking down to the 60<sup>th</sup> ranked military team (and below) receiving 1 point. Non-classified and disqualified teams in an A-Final will receive no points unless they can be ranked in accordance with the B-Final or a Repechage classification. Non-classified and disqualified teams in a B-Final or Repechage will receive no points.
- 1.6.4 Should a race be abandoned or otherwise finish before 30% of its scheduled duration has been completed, a result will not be declared and no points will be awarded (see 1.6.8). Should a race be abandoned after this point and a result declared, then Championship, Station/Unit Trophy, and Inter-Service Cup points will be awarded in accordance with the final classification (see 2.3.26).
- 1.6.5 Each team's best 6 out of 7 scoring rounds will be used to determine the final championship standings, although disqualifications from a round cannot be counted as a dropped score. If a round is cancelled or abandoned, it shall be the number of rounds actually held minus one, although if fewer than four rounds are staged, all rounds shall count.
- Ties shall be resolved by considering the best scoring rounds (i.e. highest combined points, 2<sup>nd</sup> highest combined points, and so on) amongst the teams concerned.
- 1.6.6 The points scored by the two highest scoring teams in each round amongst those nominated by each station/unit club (see 1.4.8) will count towards the Station/Unit Trophy. All rounds will count.
- Ties shall be resolved by considering the best scoring rounds (i.e. highest combined points, 2<sup>nd</sup> highest combined points, and so on) amongst the station/units concerned.
- 1.6.7 The points scored by the four teams nominated by each service at the last round (see 1.4.9) will count towards the Inter-Service Cup.
- Ties shall be resolved by considering the best placings of the individual teams in each race (Schemes 1 and 2), the A-Final followed by the B-Final (Scheme 3), or the A-Final followed by the Repechages (Scheme 4), then the best scoring rounds at the first six rounds.
- 1.6.8 In the event of one or more races being cancelled or abandoned during a round, Championship, Station/Unit Trophy and Inter-Service Cup points will be awarded as follows:
- 1) *Scheme 1* - If a result is not declared for one or both sprint qualifying heats, then Championship points will not be awarded for Sprint Qualifying. If a result is not declared for one or both races, then Championship, Station/Unit Trophy or Inter-Service Cup points will not be awarded for the race(s) concerned.
  - 2) *Scheme 2* - If a result is not declared for one race, then Championship, Station/Unit and Inter-Service Cup points will not be awarded for that race. The teams completing one race will count the points from that race, but any teams completing two races will only count the points from their best scoring race. If a result is not declared for two or more races, then Championship, Station/Unit Trophy and Inter-Service Cup points will not be awarded for any race.

- 3) *Schemes 3 and 4* - If a result is not declared for one or both Semi-Finals, then Championship points will not be awarded for either Semi-Final. If a result is not declared for the A-Final, B-Final or a Repechage, then Championship, Station/Unit Trophy and Inter-Service Cup points will be awarded in accordance with the Semi-Final classifications (placings followed by fastest laps).

A round where no points are awarded will not count towards the total number of rounds (see 1.6.4).

1.6.9 The competition standings will be published after each round.

1.6.10 An appeal against Championship, Station/Unit Trophy or Inter-Service Cup points must be in accordance with Motorsport UK Regulation C6.5.

## 1.7 Awards

1.7.1 Trophies will be awarded at each round as follows:

1) *Schemes 1 and 2*

For each race, to the top three teams in the final classification, along with the highest placed Military and Super Category teams if applicable.

2) *Schemes 3 and 4*

To the top three teams in the overall classification, along with the highest placed Military and Super Category teams if applicable.

These awards shall be made at an end-of-meeting presentation.

1.7.2 Trophies will be awarded at the end of the season to the three highest scoring teams in each category of the championship, to the three highest scoring clubs in the Station/Unit Trophy, and to the highest scoring service in the Inter-Service Cup. These awards shall be made at the last round of the season.

1.7.3 In the event of any result being revised after the presentation of trophies, which has a bearing on their award, the competitors concerned must return the trophies to the Championship Organisers in good condition within 14 days of an official request being made.

## 2. Sporting Regulations - Rounds

### 2.1 Judicial Procedures

- 2.1.1 Judicial procedures shall be in accordance with Section C of the current Motorsport UK Yearbook and the Summary of Mandatory Penalties appended to these regulations.
- 2.1.2 By registering for the Championship all competitors, and their associates, commit to the Motorsport UK Race with Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations.
- 2.1.3 Where any reports of disrespectful conduct are judged to be well founded the Championship Organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties including loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

### 2.2 Race Meetings

- 2.2.1 The Championship Organisers will publish Supplementary Regulations for each meeting, which will include details of the event permit(s), officials, arrangements specific to the host circuit, and any amendments to the Championship regulations. Additional instructions may also be issued by the host circuit or club.
- 2.2.2 The Championship Organisers will publish a timetable for each meeting, as agreed with the host circuit or club and any other participating clubs. This will include the composition of each race and any qualifying session, as well as the composition of the practice sessions. The timetable will be posted on the AFKC website and teams are asked to familiarise themselves with it upon arrival.
- 2.2.3 All drivers must sign an indemnity declaration for the meeting prior to any practice, qualifying or racing. Contravention of this will result in disqualification from the meeting.
- 2.2.4 All station/unit and service clubs **may** be rostered to provide at least one person to assist the officials at one or more rounds during the season. This person must report to the Secretary-of-the-Meeting before the end of the signing-on period for further instructions. Failure to comply will result in the club being ineligible for Station/Unit Trophy and/or Inter-Service Cup points at that round (which will also not be counted as a dropped round).
- 2.2.5 All drivers must attend the drivers' briefing, and those under the age of eighteen must be accompanied by their representative (see 1.3.4). **Instructions given during drivers' briefing often relate to circuit-specific procedures and must be followed.**
- 2.2.6 All teams must submit a completed and signed scrutineering declaration to the Scrutineer(s) of the Meeting before practice, qualifying or racing. This must include the team name, race number, chassis serial number; engine serial numbers, as well as the name of each nominated driver, their helmet serial number, and their weight including helmet and mandatory race clothing.
- 2.2.7 All karts must be approved by the Scrutineer(s) of the Meeting before entering the circuit for the first time, whether for practice, qualifying or racing. Karts presented for scrutineering must be in a clean and race-worthy condition and carrying the maximum ballast with which they will race. All drivers in a team must also be present with their helmets and wearing their race clothing. The Scrutineer(s) of the Meeting must be satisfied that karts, helmets and race clothing is safe and complies with the regulations.  
  
Using equipment that has not been scrutineered and/or whose details have not been correctly included in the scrutineering declaration, will result in disqualification from the race or qualifying session concerned and may result in disqualification from the meeting.
- 2.2.8 The Clerk-of-the-Course may disqualify any kart, competitor or associated person, whose appearance, condition, or performance is not of a standard appropriate to the meeting. The Clerk-of-the-Course may also order that a kart be re-examined at any time.

- 2.2.9 Any kart involved in an incident or having been modified in any way after initial scrutineering must be presented to a Scrutineer for further examination. **Any kart whose driver has or may have incurred an injury may not be worked on until the driver has been cleared by the Medical Officer as it may be required for evidence in the case of serious or fatal injury.**
- 2.2.10 The Scrutineer(s) of the Meeting may select any karts for post-race scrutineering. Checks may be carried out for conformity to the regulations.
- 2.2.11 Competitors must allow free access to officials, at all reasonable times, to make unannounced inspections of all karting paraphernalia, either on the circuit or within awnings and vehicles.
- 2.2.12 The testing of fuel or tyres may be carried out at any time.
- 2.2.13 **A maximum of four team personnel, including drivers, may enter the pit area during a meeting to assist with maintenance, refuelling or pushing. They must be wearing appropriate clothing fully covering their bodies, arms and legs to provide protection against fire, fuel spillage and abrasion.**
- Any team contravening this during a race will receive a 1 lap penalty and may be disqualified from the race or meeting. Any team contravening this at any other time during a meeting will receive a 10-place grid penalty for the next race and may be disqualified from the meeting. Individuals failing to wear appropriate clothing may also be excluded from the meeting.**
- 2.2.14 Engines may only be run between the hours of **08.30** and **19.00** in the area designated for this purpose, or on the dummy grid immediately prior to a practice/qualifying session or a race.
- When in the designated area for running engines, a kart may be placed on a trolley or on the ground, provided its nose cone is in contact with a wall or fence and only engine testing, throttle and/or brake adjustments are carried out. When on the dummy grid, a kart must always be placed on the ground with a driver in the seat before its engines are started and whilst they are running.
- Any team contravening any part of regulation this during a race will receive a 1 lap penalty and may be disqualified from the race or meeting.** Any team contravening this at any other time during a meeting will receive a 10-place grid penalty for the next race and may be disqualified from the meeting.
- 2.2.15 Karts may only be driven on the circuit and designated pit entry/exit lanes. **Any team contravening this during a race will receive a 1 lap penalty and may be disqualified from the meeting.** Any team contravening this at any other time during a meeting will receive a 10-place grid penalty for the next race and may be disqualified from the meeting.
- 2.2.16 Drivers must observe race conditions during all practice sessions (see Section 2.3). Any team contravening this will receive a 10-place grid penalty for the next race and may be disqualified from the meeting.
- 2.2.17 Teams may only participate in the practice sessions to which they are assigned, unless they have received permission to participate in another session from the Secretary-of-the-Meeting. Any team contravening this will receive a 5-place grid penalty for the next race and may be disqualified from the meeting.
- 2.2.18 Abusive language or behaviour towards officials or other competitors will not be tolerated and will be dealt with in accordance with Motorsport UK Regulations. Team Managers are reminded they are responsible for the conduct of their drivers and support personnel.
- 2.2.19 Smoking or vaping anywhere in the pit area is dangerous and strictly prohibited. Any individual contravening this will be excluded from the meeting.
- 2.2.20 Teams must have a working foam or powder fire extinguisher located and easily accessible in their paddock space.
- 2.2.21 Each team must have an enclosed plastic refuelling container (Tuff Jug or similar) clearly marked with their assigned race number. This must include an integral hose not exceeding 20 mm internal

diameter and tap to prevent spillage, and any breather system must incorporate a one-way check valve. Refuelling containers must not contain more than 10 litres of fuel and no pressurisation is permitted.

- 2.2.22 Each team must have a fuel spill kit.
- 2.2.23 All karts must carry a transponder, AMB TranX 160 or compatible. The team is responsible for ensuring their transponder is operational and registered with the lap scoring system.
- 2.2.24 All novice drivers must wear high visibility vests that must be secured and must display unique numbers that are legible whilst the drivers are seated in their karts. A novice is a driver having competed in less than six meetings and having completed less than 300 race laps.
- 2.2.25 Race results remain provisional for 30 minutes after they have issued, pending the outcome of any post-race scrutineering, and any protests or appeals. Results may be revised by the Clerk-of-the-Course or Stewards of the Meeting, or subsequently by a Motorsport UK Tribunal at a later date.

### 2.3 Race Procedure

#### 2.3.1 Official Practice:

Each nominated driver must complete a minimum of 3 laps during an official practice session using the scrutineered kart to be raced. The Clerk of the Course or Stewards of the Meeting shall have the right to disqualify any driver whose driving is unsatisfactory.

Official practice sessions may be combined with timed qualifying.

Sessions may be reduced or cancelled at the discretion of the Clerk of the Course or Stewards of the Meeting for reasons of bad light, inclement weather, or force majeure.

#### 2.3.2 Timed Qualifying:

If applicable, there will be a **6 to 12-minute** qualifying session held before each race to determine the grid positions. A team may only participate in the qualifying session(s) for their assigned race(s), and only nominated drivers may participate using the scrutineered kart to be raced.

Karts may enter the pits during a qualifying session and may re-join it provided the chequered flag has not been waved.

The end of each qualifying session will be indicated by the display of the chequered flag. After taking the chequered flag, drivers must proceed with their karts directly to parc fermé where the karts must remain until they are called onto the circuit for the start of the race **or otherwise released**.

Refuelling is not permitted during a qualifying session or prior to the start of the race (see 2.3.20).

Tyres may not be changed during a qualifying session but may otherwise be changed in accordance with 2.3.21.

Chassis adjustments and mechanical repairs are permitted. Faulty transponders may be changed.

Driver changes may be made during qualifying, and any participating driver may start the race.

Any team contravening any part of this regulation will be disqualified from the session concerned.

Sessions may be reduced or cancelled at the discretion of the Clerk of the Course or Stewards of the Meeting for reasons of bad light, inclement weather or force majeure.

### 2.3.3 Sprint Qualifying:

If applicable, each team will compete in two heats of 8 minutes plus 1 lap to determine the grid positions for their races. If the number of entrants exceeds the maximum sprint grid size of the circuit (typically 34), three heats will be staged with each team assigned to two heats.

Only nominated drivers may participate using the scrutineered kart to be raced, and a different driver must be used for each heat.

Points will be awarded for each heat as follows: The 1<sup>st</sup> placed driver will receive 0 points, the 2<sup>nd</sup> placed driver will receive 2 points, and the 3<sup>rd</sup> placed driver will receive 3 points, increasing by 1 point for each subsequent placing. Non-classified drivers will receive points equivalent to the number of entrants plus 1.

Karts may enter the pits during a heat and may re-join it provided the chequered flag has not been waved.

The finish of a heat will be indicated by the display of the chequered flag. After taking the chequered flag, drivers must proceed directly to parc fermé and remain there with their karts until released.

Refuelling is only permitted between heats, and before each race (see 2.3.20).

Tyres may not be changed during a heat but may otherwise be changed in accordance with 2.3.21.

Chassis adjustments and mechanical repairs are permitted. Faulty transponders may be changed.

Any team contravening any part of this regulation will be disqualified from the heat concerned.

Heats may be reduced or cancelled at the discretion of the Clerk of the Course or Stewards of the Meeting for reasons of bad light, inclement weather, or force majeure, but heat points will still be awarded provided at least 75% of the scheduled duration has elapsed.

### 2.3.4 Grid positions:

The starting positions for a race will be determined as follows:

- 1) *Scheme 1* – For the Sprint Qualifying heats, using a standard formula allocating a fair share of front and rear positions. For the races, aggregate heat points scored during sprint qualifying; the team with the lowest aggregate points will be placed on pole position and so on.
- 2) *Scheme 2* - Lap times established during timed qualifying; the team with the fastest lap time will be placed on pole position and so on.
- 3) *Scheme 3* - For the Semi-Finals, lap times established during timed qualifying; the team with the fastest lap time will be placed on pole position and so on. For the A and B Finals, using the Semi-Final classifications followed by lap times set during these races (i.e. the 1<sup>st</sup> placed team with the fastest lap time will be placed on pole position and so on), with the exception that teams progressing from the B-Final will occupy the rearmost grid positions in the A-Final in accordance with the B-Final classification.
- 4) *Scheme 4* - For the Semi-Finals and Repechages, lap times established during timed qualifying; the team with the fastest lap time will be placed on pole position and so on. For the A-Final, using the Semi-Final classifications followed by lap times set during these races (i.e. the 1<sup>st</sup> placed team with the fastest lap time will be placed on pole position and so on), with the exception that teams progressing from the Repechages will occupy the rearmost grid positions in accordance with the Repechage classifications followed by lap times set during these races.

If starting positions cannot be established by these methods, they will be determined in accordance with the current championship standings (at the 1<sup>st</sup> round, the final standings of the previous season), or by ballot where this is not possible.

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All teams must be ready to race and in their correct position on the dummy grid at least 5 minutes before the start of the race; otherwise they must start from the pit lane.

### 2.3.5 Race duration:

The scheduled race duration will be specified in the Supplementary Regulations issued for each meeting but will be a minimum of **1 hour** and a maximum of 3 hours. This may be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting for reasons of bad light, inclement weather or force majeure.

### 2.3.6 Race start:

All races will have standing starts.

After gridding, karts will be permitted at least one warm-up lap in formation with no overtaking permitted. The two leading karts will then come to a halt at the front of the designated starting grid, and the following karts will form up behind them in their grid positions (in the appropriate grid boxes if these are marked, otherwise at least one metre behind the kart in front). Once the Start Marshal is satisfied that all karts have come to a halt in their correct grid positions, the race will be started either by extinguishing the red light(s) or the dropping of the national flag on the start line.

Karts starting from the pit lane may only join the race when it has started and when the last kart **on circuit** is beyond the pit lane exit.

Any team whose driver is deemed to have false started or who enters the circuit from the pit line too early, will receive a 10 second penalty.

### 2.3.7 Use of drivers:

Only the nominated drivers in each team may drive during the race, at least two drivers must be used, and no driver may be used for a single period or combination of periods exceeding 50% plus 7 minutes of the scheduled race duration.

A driving period commences when a driver starts the race or enters the circuit after the start of the race, and finishes when another driver in the team enters the circuit whilst driving the kart.

A designated marshal will record driver changes. Teams will be penalised 10 seconds for each minute or part thereof that a driver exceeds the maximum permitted driving time, except when that driver has replaced another driver injured during the race who has been declared unfit to continue by the Medical Officer and there are no other nominated drivers available as replacements.

Race stoppages count towards a driving period, although a team will not be penalised if a driver exceeds the maximum permitted driving time because of a stoppage and a driver change is made within one lap of the race being restarted.

### 2.3.8 Pit stops:

**Each team must make a minimum of two pit stops in races of 1 to 1½ hours scheduled duration, and a minimum of three pit stops in races of more than 1½ hours scheduled duration.** These stops must be made at least 10 minutes after the start of the race and at least 10 minutes before its scheduled finish. Pit stops may still be made outside of this period but will not count as mandatory stops. Driver changes may be made at any time in accordance with 2.3.7.

**In the event that a race is reduced to less than 50% of its scheduled duration minus 7 minutes – whether prior to its commencement or after a stoppage - each team must make a minimum of one pit stop in races that were originally 1 to 1½ hours duration, and a minimum of two pit stops in races that were originally more than 1½ hours duration. These stops must be made at least 10 minutes after the start of the race and before its scheduled finish.**

In the event that a race is stopped at least 10 minutes before its scheduled finish and restarted with less than 10 minutes remaining, teams may make any remaining pit stops before the finish of the race without penalty.

A designated marshal will record pit stops. Teams will receive a 5 lap penalty for each mandatory stop not undertaken, except when a race is abandoned at least 10 minutes before its scheduled finish. In these circumstances, teams will have 2 laps deducted for each mandatory stop not undertaken and have 1 additional lap deducted if they have not refuelled.

#### 2.3.9 Driver conduct:

In endurance racing there can be a considerable variation in the skill and pace of drivers, and karts frequently enter and leave the circuit. Drivers must always focus on the track ahead and keep both hands on the steering wheel except when making arm signals. It is the responsibility of faster drivers to safely complete overtaking manoeuvres rather than the driver being overtaken, and slower drivers should maintain their speed and racing line where possible.

Any team whose driver gains an unfair advantage during a race or sprint qualifying heat will receive a 5 second or 1 lap penalty, or during a timed qualifying session will have their fastest lap time deleted and may be disqualified from the session.

Any team whose driver acts in a manner incompatible with general safety during a race will receive a 1 lap penalty and may be disqualified from the race. Any team whose driver acts in a manner incompatible with general safety during timed qualifying or sprint qualifying will be disqualified from the session or heat and may also be disqualified from the race.

#### 2.3.10 Red flag:

When the red flag is displayed, all drivers must immediately slow to rolling-up pace without overtaking **or entering the pits** and stop on the circuit in single file race order where instructed to do so by the officials. Drivers must remain in their karts and parc fermé conditions apply unless instructions are given to the contrary by the Clerk-of-the-Course. *Refer to Section Q of the Motorsport UK Yearbook*

Only karts **in the pits** may be refuelled and worked-on during a stoppage, although the Clerk-of-the-Course may permit karts involved in an accident or otherwise incapacitated to be moved to the pits (see also 2.2.9).

If the race can be restarted, karts must line-up in single file in accordance with the race order on the last full lap completed. There will then be one rolling lap (which does not count as a lap) at a steady pace with no overtaking **or pit stops permitted**, and the race will be restarted **with the display of the green flag** the next time the race leader crosses the start line. **Karts may not overtake before crossing the start line and karts in the pits may only re-join the race on the rolling lap when the last kart on circuit is beyond the pit lane exit.**

The remaining duration of the race will be reduced by the length of the stoppage.

**When a race or sprint qualifying heat is restarted with the display of the green flag, any team whose driver overtakes before crossing the start line or enters the circuit from the pit line too early will receive a 10 second penalty. Any team contravening any other part of this regulation during a race will receive a 2 lap penalty and may be disqualified from the race. Any team contravening any part of this regulation during timed qualifying or sprint qualifying will be disqualified from the session or heat and may also be disqualified from the race.**

#### 2.3.11 Yellow flag:

When the yellow flag is displayed, it indicates an incident ahead and that no overtaking is permitted. *Refer to Section Q of the Motorsport UK Yearbook.*

Any team whose driver overtakes under a yellow flag during a race or sprint qualifying heat will receive a 10 second penalty, or during a timed qualifying session will have their fastest lap time deleted.

2.3.12 Yellow/black (Battenburg) flag:

When the yellow/black flag is displayed, the race leader must decrease their speed to no more than 50% of race pace but must also drive sufficiently slowly to allow the other drivers to form up in track order behind them. The other drivers must not exceed 50% of race pace either when forming up or driving elsewhere on the circuit, and no overtaking is permitted. Drivers must further decrease their speed where indicated by the officials.

Karts already in the pits, or entering the pits after this flag is shown, may only re-join the race at the back of the leading formation, but may re-join ahead of other karts elsewhere on the circuit. If the pacesetter leaves the circuit, the next kart in track order will become the pacesetter. Where there are no karts remaining on the circuit, the first kart to re-join the race will become the pacesetter.

If racing can re-commence, this will be indicated by the display of the green flag the next time the pacesetter crosses the start line. Karts may not overtake before crossing the start line and karts in the pits may only re-join the race at the back of the leading formation.

When a race or sprint qualifying heat is restarted with the display of the green flag, any team whose driver overtakes before crossing the start line will receive a 10 second penalty. Any team whose driver contravenes any other part of this regulation will receive a 2 lap penalty and may be disqualified from the race.

2.3.13 Black/orange flag:

A driver shown the black/orange flag must proceed immediately to the pits to rectify the problem, and the kart must be checked by a Scrutineer before it re-joins the race. *Refer to Section Q of the Motorsport UK Yearbook.*

Driver changes and refuelling may be undertaken during the permitted periods for this (see 2.3.8 and 2.3.20).

Any team contravening any part of this regulation will be black flagged.

2.3.14 Black flag:

A driver shown the black flag must proceed immediately to the pits and report to the Clerk-of-the-Course. *Refer to Section Q of the Motorsport UK Yearbook.*

Driver changes and refuelling are not permitted.

Any team disregarding a black flag or receiving a second black flag will be disqualified from the race and may be disqualified from the meeting.

2.3.15 Circuit limits:

Drivers must stay within the designated circuit limits unless taking evasive action or experiencing mechanical problems.

Any team whose driver fails to do so during a race or sprint qualifying heat will receive a 5 second penalty, or during a timed qualifying session will have their lap time deleted. Any team whose driver wilfully takes a shortcut during a race or sprint qualifying heat will receive a 1 lap penalty, or during a timed qualifying session will be disqualified from the session.

2.3.16 Leaving the circuit:

Drivers must leave the circuit via the designated pit entry lane (indicating their intention with a fully raised arm) and must enter the pits at a slow pace.

Any team whose driver is deemed to be speeding whilst entering the pits during a race or sprint qualifying heat will receive a 20 second penalty, or during a timed qualifying session will have their two fastest lap times deleted.

2.3.17 Re-entering the circuit:

Drivers may only re-join the circuit in single file via the designated pit exit lane. They must comply with the instructions of the Pit Marshal, and when entering the circuit must not cause another competitor to brake, swerve or otherwise adjust their speed or direction.

Drivers may not re-enter the circuit under a red flag or once the chequered flag has been shown. Any team whose driver contravenes this regulation during a race or sprint qualifying heat will receive a 20 second penalty, or during a timed qualifying session will have their two fastest lap times deleted.

2.3.18 Pits:

There will be clearly designated areas for weighing, refuelling and maintenance.

Drivers leaving the circuit and entering the pits must turn-off their engines at the designated end of the pit entry lane. Engines may only be restarted at the designated start of the pit exit lane and only when a driver is seated in the kart.

No team assistance is permitted before a kart entering the pits has been weighed, except when it is necessary to lift karts onto the scales. In these circumstances, one person may enter the weighing area to assist the driver.

Karts must be pushed through the pits in a safe and controlled manner by a driver alone, or with a maximum of two team personnel if a driver is seated in the kart. A push bar device may be used but must be safely detached from the kart and not left in a position where it may obstruct another kart. Karts may not be driven under power through the pits under any circumstances.

Karts may only be worked-on in the maintenance area (see 2.3.23).

Ballast may only be added or removed in the maintenance area whilst the kart is stationary.

Teams must not obstruct the pit entry or exit lanes, or cause an obstruction elsewhere in the pit area.

Any team contravening any part of this regulation during a race will receive a 1 lap penalty, or during timed qualifying or sprint qualifying will be disqualified from the session or heat.

2.3.19 Weighing:

All karts must be weighed every time they leave the circuit, including during timed qualifying or sprint qualifying. Karts must be pushed or lifted (as appropriate) onto the scales designated for this purpose and may only be removed at the signal of the Weigh Marshal who should also clearly indicate if a kart is found to be underweight. It is the responsibility of the team to ensure their kart is correctly positioned on the scales and that they receive a clear indication from the Weigh Marshal as to whether they conform with the weight limit or not.

A kart found to be underweight may be re-weighed, but priority will be given to any karts queued behind.

A driver of a Super Category team may be separately weighed after a driver change, at the end of a timed qualifying session or sprint qualifying heat, or at the end of the race.

Any team failing to correctly weigh-in during a race will receive a 5 lap penalty.

Any team found to have an underweight kart (or driver in the case of a Super Category team) during a race will receive a 1 lap penalty for each kilo or part thereof they are underweight. This penalty will be applied on each occasion a team is found to be underweight.

Any team failing to weigh-in or found to have an underweight kart (or driver in the case of a Super Category team) during timed qualifying or sprint qualifying will be disqualified from the session or heat.

#### 2.3.20 Refuelling:

**Each team must make at least one refuelling stop in races of more than 1½ hours scheduled duration.**

Teams may only refuel their karts in the designated refuelling area using their own fuel containers (that must comply with 2.2.21). Drivers must not be seated in their karts during refuelling, and fuel caps must be re-secured before leaving this area.

**A timing system may be in operation in the refuelling area. The countdown timer may only be activated once a kart is stationary when refuelling may commence, and karts may not leave the refuelling area until the defined period (to be specified in Supplementary Regulations) has elapsed as indicated by the countdown timer.**

Refuelling may be undertaken at any time during a race, except during the first 10 minutes or when it has been stopped and parc fermé conditions apply.

No refuelling may be undertaken during a timed qualifying session or sprint qualifying heat.

Teams must be in possession of a suitable fire extinguisher at the point of refuelling and one member of the team personnel must be ready to operate it.

Any team contravening any part of this regulation during a race will receive a 1 lap penalty. Any team contravening any part of this regulation during timed qualifying or sprint qualifying will be disqualified from the session or heat.

#### 2.3.21 Tyre changes:

Tyres may be changed at any time during a race if track conditions are declared open. Tyres must be changed if the declaration is changed to wet or dry; which must be within 5 laps if the declaration is changed during a race.

Tyres may not be changed during a timed qualifying session or sprint qualifying heat but may be changed between heats and/or before the start of a race if track conditions are declared open. Tyres must be changed if the declaration is changed to wet or dry.

The appropriate tyres must be fitted when track conditions are declared dry or wet, and all tyre changes must be in accordance with 3.8.

Any team contravening any part of this regulation during a race **will receive a 2 lap penalty and may be disqualified from the race.** Any team contravening any part of this regulation during timed qualifying or sprint qualifying will be disqualified from the session or heat.

#### 2.3.22 Broken down karts:

Any kart experiencing a mechanical problem that renders it unable to return to the pits, must stop in, or be promptly removed to a safe location off the circuit. The driver must wait in a marshal post or behind a barricade until the Clerk-of-the-Course authorises recovery of the kart and specifies the method of retrieval. Team personnel may not enter the circuit without permission, and under no circumstances are karts to be pushed along the circuit **whilst racing is underway.**

Any team failing to follow the instructions of officials during a race will receive a 2 lap penalty and may be disqualified from the race, or during timed qualifying or sprint qualifying will be disqualified from the session or heat.

2.3.23 Working on karts:

Karts may only be worked-on in the pit area designated for maintenance and must be safely removed to this area first.

Any team contravening this during a race will receive a 2 lap penalty and may be disqualified from the race, or during timed qualifying or sprint qualifying will be disqualified from the session or heat.

2.3.24 Timing system malfunction:

Should the electronic timing system malfunction, the race, session or heat may be red flagged (see 2.3.10).

Should a team's transponder fail during a race, the lost time will be calculated by averaging the times of the last 10 recorded laps (or all laps if less than 10 have been completed), dividing the time period during which the timing failed by this average lap time, and then rounding the resultant figure down to the nearest lap. If no laps have been recorded, the first 10 laps that are recorded will be used to retrospectively calculate the lost time.

2.3.25 Race finish:

The finish of the race will be indicated by the display of the chequered flag after the stipulated race duration has elapsed.

After taking the chequered flag, drivers must proceed with their karts directly to parc fermé and remain there until released. Failure to do so will result in disqualification from the race.

2.3.26 Final classification:

The final race classification will be determined according to the number of laps each team has completed by the end of the race, followed by the order in which they crossed the finish line, minus any penalties imposed.

Should a race be abandoned or otherwise finish before 30% of its scheduled duration has been completed, a result will not be declared. Should a race be abandoned after this point, the race order on the last full lap completed will be used to determine the final classification.

2.3.27 All other race procedures shall be in accordance with Section U of the current Motorsport UK Yearbook.

### 3. Technical Regulations

*Karts, helmets and protective clothing must conform with the Motorsport UK Technical and Safety Regulations (refer to Sections K and U of the Motorsport UK Yearbook 2024) and Kart Clubman Regulations for the Honda Senior Class, together with these Technical Regulations. Competitors must understand that if the regulations do not mention something, assume it is not allowed!*

- 3.1 Chassis: Must conform to current Motorsport UK Regulations for the Honda Senior Class.
- 3.2 Bodywork and Bumpers: In accordance with current Motorsport UK Regulations for direct drive karts and the Honda Senior Class, with the exception that Bigfoot-style Nassau panels may be used. The lower edge of Nassau panels must be securely affixed to the chassis with a metal bracket, although Bigfoot-style Nassau panels may additionally be secured with cable ties to the bumper and/or chassis. Detachable nose cone mountings are not mandatory.
- 3.3 Engines: Twin Honda GX160T1 QHQ4, GX160UT1 QHQ4/QHG4, GX160UT2 QHQ4 or GX160RT2 QHG4 in conformance with current Motorsport UK Honda GX160 Technical Regulations.
- 3.4 Exhaust: In accordance with current Motorsport UK Regulations.
- 3.5 Intake silencing: In accordance with current Motorsport UK Regulations.
- 3.6 Transmission: Direct drive from the engine(s) to the rear axle by a single chain or belt, in accordance with current Motorsport UK Regulations.
- 3.7 Brakes: Hydraulic or mechanical disc brake operating on the rear axle only, in accordance with current Motorsport UK Regulations. *Attention is drawn to the regulations relating to brake disc protectors.*
- 3.8 Tyres:
  - Dry - Yokohama ED
  - Wet - Yokohama SL03 or Bridgestone YFD
  - \* *Yokohama and Bridgestone tyres may be discontinued after 2024*

Only one set of dry tyres may be used per round, which shall include all races, timed qualifying, sprint qualifying and official practice (not other practice sessions). **A maximum of three sets of dry tyres may be used during the season, which must be registered with the Scrutineer(s) of the Meeting before first use.**

In the event a tyre is damaged during a race, qualifying or practice session, it may be replaced by a tyre of similar wear, subject to the approval of the Scrutineer(s) of the Meeting.

The heating of tyres by any method or their treatment by any chemical substance is prohibited.

- 3.9 Fuel Tanks: A centrally mounted fuel tank with a capacity not exceeding 8.2 litres to be used. Fuel lines must take a direct route to the carburettors and must not exceed 6 mm in bore with the exception that one in-line fuel filter of nominal capacity may be fitted. Integral fuel tanks must be removed from the engines and replaced with suitable covers.
- 3.10 Fuel: Standard unleaded (BS EN 228) or super unleaded (BS 7800) fuel. The use of octane boosters is prohibited.
- 3.11 Weight: Minimum weight for kart and driver shall be 175 kg at all times. Minimum weight for kart and driver in a Super Category team shall be 185 kg at all times, including a minimum weight of 80 kgs for driver wearing helmet and mandatory race clothing.
- 3.12 Ballast: Must be safely and securely fitted as follows:

On each side of the seat, a mounting assembly may be attached comprised of two mounting posts each with a separate retaining mechanism. These assemblies must either be welded to the chassis or attached to the frame with two separate brackets. Removable ballast up to a maximum of 5 kg

may be carried on each assembly, provided it is mounted on a foam rubber cushion of at least 1 cm thickness and is secured by both posts fitted with heavy duty springs and retaining clips preventing free movement of the ballast. If lead ballast is used, a steel plate secured by both posts must also be placed between the ballast and springs.

A removable inner seat that fits inside the main seat may additionally be used. Sheet ballast must be firmly affixed to the rear of the inner seat so as not to impede the fitting in the main seat, and the inner seat must be secured in place with a minimum of two heavy duty nylon cable ties or other secure method of fixing. The inner seat and its attached ballast may not exceed 15 kg.

All other ballast must be attached to the chassis and/or seat with two bolts and lock nuts per piece, with the maximum weight of any piece limited to 5 kg. Under no circumstances may a driver carry ballast on their person.

- 3.13 Number Plates: White with Red numbers, with the numbers of Super Category teams underlined with a distinctive stripe. The number assigned by the Championship Organisers must be used.
- 3.14 Cameras: May be fitted to kart provided they do not exceed 100 grams in weight (excluding mounting and any additional casing) and are securely attached to the satisfaction of the Scrutineer(s). They may not be fitted to helmets or any part of a driver's person.
- 3.15 Radios: Pit-to-kart radio communication equipment may not be used, except that the Championship Organisers may permit equipment to be trialled at certain rounds. This must conform with Ofcom regulations and may not be attached to helmet exteriors or compromise their structural integrity in any manner.
- 3.16 Penalties: Any team contravening a technical regulation during a race will receive a 5-lap penalty and may be disqualified from the race or meeting. Any team contravening a technical regulation during timed qualifying or sprint qualifying will be disqualified from the session or heat and may be disqualified from the race or meeting. Any team contravening a technical regulation during a practice session will receive a 10-place grid penalty for the next race and may be disqualified from the meeting.

#### 4. Contact Information

##### Championship Coordinator

Mick Streek  
9 Hill Top Drive  
Harrogate HG1 3BU

Telephone: 01423 568723  
E-mail: [mick.streek1@btinternet.com](mailto:mick.streek1@btinternet.com)

## Appendix: Race Penalties

*This summary is for quick reference, but the penalties specified in Sections 2.2 & 2.3 shall be definitive.*

- 2.2.7 Using un-scrutineered equipment or providing incomplete/incorrect details – disqualification from race, qualifying session or heat, or disqualification from meeting
- 2.2.13 More than four team personnel and/or team personnel not wearing appropriate protective clothing in pits – 1 lap during race, 10-place grid penalty for next race at other times, or disqualification from meeting  
Individuals may be excluded from meeting
- 2.2.14 Running of engines outside of areas designated for this purpose and/or unsafe running of engines – 1 lap during race, 10-place grid penalty for next race, or disqualification from meeting
- 2.2.15 Driving karts in areas not designated for this purpose during a meeting – 1 lap during race, 10-place grid penalty for next race, or disqualification from meeting
- 2.2.16 Failure to observe race conditions during practice – 10-place grid penalty for next race or disqualification from meeting
- 2.2.17 Participating in wrong practice session – 5-place grid penalty for next race or disqualification from meeting
- 2.3.2 Contravention of timed qualifying conditions – disqualification from session
- 2.3.3 Contravention of sprint qualifying conditions – disqualification from heat
- 2.3.6 False start or entering circuit from pit lane too early – 10 seconds
- 2.3.7 Driver exceeding maximum driving time – 10 seconds per complete minute
- 2.3.8 Missing pit stops – 5 laps per pit stop outstanding
- 2.3.9 Gaining an unfair advantage during race or sprint qualifying – 5 seconds or 1 lap  
Gaining an unfair advantage during timed qualifying – fastest lap time deleted  
Acting in a manner incompatible with general safety during race – 1 lap or disqualification from race  
Acting in a manner incompatible with general safety during timed qualifying or sprint qualifying – disqualification from session or heat and/or disqualification from race
- 2.3.10 Overtaking before crossing start line or entering circuit from pit lane too early on red flag restart during race or sprint qualifying – 10 seconds  
Contravening red flag procedure during race - 2 laps or disqualification from race  
Contravening red flag procedure during timed qualifying or sprint qualifying – disqualification from session or heat and/or disqualification from race
- 2.3.11 Overtaking under yellow flag during race or sprint qualifying – 10 seconds  
Overtaking under yellow flag during timed qualifying – deletion of fastest lap time
- 2.3.12 Overtaking before crossing start line or entering circuit from pit lane too early on yellow/black flag restart during race or sprint qualifying – 10 seconds  
Contravening yellow/black flag procedure during race – 2 laps
- 2.3.13 Contravening black/orange flag procedure – black flag and report to Clerk-of-the-Course
- 2.3.14 Disregarding black flag and/or shown second black flag – disqualification from race, session, heat or meeting.
- 2.3.15 Exceeding circuit limits during race or sprint qualifying – 5 seconds  
Exceeding circuit limits during timed qualifying – deletion of lap time  
Wilfully taking a shortcut during race or sprint qualifying – 1 lap  
Wilfully taking a short during timed qualifying – disqualification from session
- 2.3.16 Speeding in pit lane during race or sprint qualifying – 20 seconds  
Speeding in pit lane during timed qualifying – deletion of two fastest lap times

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- 2.3.17 Re-joining race in unsafe manner during race or sprint qualifying – 20 seconds  
Re-joining race in unsafe manner during timed qualifying – deletion of two fastest lap times
- 2.3.18 Driving, obstructing and/or illegal team assistance in the pits during a race – 1 lap  
Driving, obstructing and/or illegal team assistance in the pits during timed or sprint qualifying – disqualification from session or heat
- 2.3.19 Underweight during race – 1 lap per kilo or part thereof  
Failing to weigh-in during race – 5 laps  
Underweight or failing to weigh-in during/after timed or sprint qualifying – disqualification from session or heat
- 2.3.20 Refuelling during first 10 minutes of race or under red flag conditions – 1 lap  
Refuelling during timed qualifying or prior to race – disqualification from session  
Refuelling during sprint qualifying – disqualification from heat  
Adding or removing ballast or working on kart in refuelling area – 1 lap  
No fire extinguisher during refuelling – 1 lap
- 2.3.21 Illegal tyre changes or using wrong tyres during race – 2 laps or disqualification from race  
Illegal tyre changes or using wrong tyres during timed or sprint qualifying – disqualification from session or heat.
- 2.3.22 Retrieving kart without permission during race – 2 laps and/or disqualification from race  
Retrieving kart without permission during timed or sprint qualifying – disqualification from session or heat
- 2.3.23 Working on karts on circuit or in non-designated area during race – 2 laps and/or disqualification from race  
Working on karts on circuit or in non-designated area during timed or sprint qualifying – disqualification from session or heat.
- 2.3.25 Failing to proceed directly to parc fermé after race – disqualification from race
- 3.16 Contravention of technical regulation during a race – 5 laps, or disqualification from race or meeting  
Contravention of technical regulation during timed qualifying or sprint qualifying – disqualification from session or heat, or disqualification from race or meeting.  
Contravention of technical regulation during a practice session - 10-place grid penalty for the next race, or disqualification from meeting.

## 2024 KARTING PENALTIES

### Summary of Mandatory Penalties

You should refer to the Motorsport UK Year Book or Karting UK Year Book as appropriate for the exact wording of the rule detailed below. There is no route for appealing a Stewards Decision. The breaches and penalties below does not restrict the Stewards from imposing further penalties, in accordance with the general regulations, if they deem the incident justifies it.

INFRINGEMENT / DESCRIPTION		PENALTY
(C)2.3.2	Gaining an Unfair Advantage	5 second or 1 lap penalty
(C)1.1.5	Driving in a manner incompatible with general safety (Possible 30-day licence suspension and referral to Motorsport UK)	1 lap penalty, Race or Meeting disqualification
(C)1.1.6	Contravention of flag signal <u>before or after Race</u> – ¼ Black/Yellow / Yellow	5 second penalty
(C)1.1.6	Contravention of flag signal <u>during Race</u> - ¼ Black/Yellow / Yellow	10 second penalty
(C)1.1.6	Contravention of flag signal – Ignoring Technical Flag Twice	Black flag
(C)1.1.6	Contravention of flag signal - Black Flag (ignored more than once)	Race or Meeting disqualification
(C)1.1.9	Abusive Language, Behaviour or Assault - (licence penalty points imposed) – Possible 30-day licence suspension and referral to Motorsport UK	Race or Meeting Disqualification (4 or 6 points)
(H)32.1.3	Failure to attend Drivers' Briefing	Fine of £50
(H)32.1.4	Failure to obey an Official of the Meeting	Race or Meeting Disqualification (4 or 6 points)
(C)3.1.1	Scrutineer Non-Compliance Report, vehicle or component ineligible	Race or Meeting disqualification
(U)8.1	Failure to report to Scrutineering	Race or Meeting disqualification

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Stewards issuing penalties against other breaches of regulations as defined in (C)2.1.



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect  
#RaceWithRespect

### **The Values**

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK
- Any breach of these obligations may result in disciplinary action.