



# **BSK<sup>C</sup>**

*BRITISH SCHOOLS KARTING CHAMPIONSHIP*

**British Schools Karting Championship 2017**

**RULES AND REGULATIONS**

**Final Version: August 2016**

# **BRITISH SCHOOLS KARTING CHAMPIONSHIP 2017**

## **RULES AND REGULATIONS**

The British Schools Karting Championship (BSKC) is designed to allow school and college students across the UK to participate in competitive kart racing. It is open to students of all karting abilities. The BSKC has four cornerstones that the rules are built on:

1. The BSKC is **safe**,
2. The BSKC is **fair**,
3. The BSKC is **fun**,
4. The BSKC is **competitive**.

The rules and regulations are always aimed at reinforcing the cornerstones and are not designed to complicate the competition; they aim to make it clear what is expected. If an issue occurs that is not covered by the rules then the BSKC will rule in the spirit of the competition and their decision will be final.

### **1 CHAMPIONSHIP.**

#### **1.1 Overview.**

- 1.1.1 The British Schools Karting Championship is a UK wide knockout competition of karting events consisting of local finals feeding into regional finals and then into one national final.
- 1.1.2 In addition there are practice events prior to the race events in each local region for drivers to familiarise themselves with karting in general, the circuit, the rules, regulations and the format of the BKSC.
- 1.1.3 Communication from the organisers will be sent via email. Competitors should take the steps necessary to allow communication through any spam or similar filters. This may include adding the bskc.co.uk domain to a safe senders list.
- 1.1.4 Registration of teams will open on 3rd October 2016 and close on 21<sup>st</sup> December 2016. BSKC reserve the right to accept registrations after the closing date at their discretion.
- 1.1.5 The registration fee will be £180 per team. Schools/ colleges who register more than three teams will be eligible for a discount on their total registration fee.

### **2 ELIGIBILITY.**

#### **2.1 Team Constitution.**

- 2.1.1 Teams must be made up of three drivers only at each event.
- 2.1.2 All drivers in a team must be in full or part time attendance at the same school, college or educational establishment.
- 2.1.3 Drivers may only compete for one team at each race event. Drivers are not allowed to swap teams during an event.

- 2.1.4 Nevertheless, drivers may race for another team from the same school/ college at a later event. For example, if a school entered three teams a driver that drove for Team A at the practice may drive for Team B at the local final and a driver from Team C could race for Team A if they were to race in the Regional Final. Please also see Rule 2.3.
- 2.1.5 For the avoidance of doubt if a school only enters one team the three drivers must remain unchanged.

## **2.2 Driver Eligibility.**

- 2.2.1 All drivers must be aged 13 years or older as of 1<sup>st</sup> January 2017. The upper age limit is 18 years old (inclusive). However allowances will be made to those students who are older than 18 but are retaking exams. Anyone wishing to compete over the age of 19 must contact the BSKC for permission.
- 2.2.2 Only one driver in any team may currently hold or have held in the years 2015 and/ or 2016 a racing licence at the level of Karting National B or higher with the Motor Sports Association (MSA) or any equivalent national sporting association affiliated to the Federation Internationale de l'Automobile. For the avoidance of doubt drivers that have held the following licences but never held a Karting National B or higher are not included within this restriction:
- i. Kart National B (Novice)
  - ii. Kart Clubman
  - iii. Kart Clubman (Bambino)
  - iv. Under 16, Non-Race National B
  - v. Under 16, Non-Race Clubman
  - vi. Under 16, Kart Clubman
  - vii. Under 16, Kart Clubman (Bambino)
  - viii. Other licences may be considered by the organisers on an individual basis such as 'Non-Race Drag' licence.
- 2.2.3 A parent or guardian must accompany drivers under the age of 18. A member of staff may act as the guardian for all drivers under the age of 18. In such circumstances written permission to participate in the BSKC must have been sought from the legal parent/ guardian of each child. It is the responsibility of the school/ team captain to have written record of this permission.
- 2.2.4 All drivers must be at least 1.57m (5ft 2in) in height (with shoes on). Any driver that doesn't meet the minimum height will be refused permission to participate and no refund will be given.
- 2.2.5 All drivers must prove that they can safely operate all of the kart controls. If a hosting circuit feels that any driver is unable to fulfil this requirement they will exclude the driver from any further track activity and no refund will be given.
- 2.2.6 BSKC may exclude any team who has fielded an ineligible driver (for whatever reason) from further participation in the championship and no refund will be given. Any such exclusion will not retrospectively amend the results of previous race events in which the team has participated.

## **2.3 Missing/ Substitute Drivers.**

- 2.3.1 If a team cannot achieve its requirement of three drivers (for whatever reason) then the hosting circuit and the BSKC must be informed before the event.

- 2.3.2 The team may either:
- a) Move a driver into their team from one of their other teams from the same school (if they have entered more than one team) in order to replace the missing driver. The other team will therefore be subject to this Rule 2.3.
  - b) Continue to race as a team of two drivers. In this instance two of the six race results will be scored as though the team came last. These scores will count toward the team's overall score for that event except at a Regional Final or National Final when one of the last place scores may be dropped as per Rule 3.4.6.
  - c) Further to Rule 2.3.2, if a team consisting of less than three drivers is deemed by the hosting circuit to be unfairly interfering with the race then the team may be removed from the remainder of the event at the discretion of the hosting circuit.

## **3 CHAMPIONSHIP FORMAT.**

### **3.1 Overview.**

- 3.1.1 The championship consists of local regions, feeding into regional finals and one national final.
- 3.1.2 All teams must enter into both a **practice event** and a **local race event** in their local region.
- 3.1.3 Teams may only progress into one of the **regional finals** by qualifying from their **local race event**.
- 3.1.4 Teams may only progress into the **national final** by qualifying from one of the **regional finals** except by order of the Championship Organiser.
- 3.1.5 It is not permitted for teams (or their individual drivers) to take part in a practice or test session at the hosting circuit on the same day as a **local race event**, **regional final** or **national final**.
- 3.1.6 Each event will be undertaken according to the rules and practices used at the hosting circuit. These will be outlined in the briefing and will differ slightly from venue to venue.

*We do not use a single set of rules as the hosting circuits are used to their track and policing racing there. They have developed practices that work at their circuit. If we were to try to change these procedures for the BSKC it is likely to create problems as staff get used to different procedures.*

### **3.2 Practice Event Format.**

- 3.2.1 Each team will be given six 10 minute practice sessions at the practice event. At certain host circuits this format may be changed.
- 3.2.2 Each driver in a team (of three drivers) must practice in two of the 10 minute practice sessions.
- 3.2.3 Grids will be supplied for the practice event detailing which teams are in which practice session. It is up to the team to organise in advance which driver will practice in each session.

The grids are used for the practice events in order to prepare teams, drivers and teachers for the format of the racing at the race events. It is up to the hosting circuit to decide whether to line drivers up on the grid by the start-finish line or to release drivers from the pit lane in gridded order.

### **3.3 Local Race Event Format.**

- 3.3.1 Each team will be given six 10 minute races at the local race event.
- 3.3.2 Each driver in a team (of three drivers) must race in two of the 10 minute races.
- 3.3.3 Grids will be supplied for the local race event detailing which teams are in which race. The grids are designed such that each team on average has the same grid position over the six races (within an acceptable tolerance of 0.3 either side of the average).
- 3.3.4 Points are awarded per race as described by Rule 3.6.
- 3.3.5 The team's finishing position for the local race event will be worked out according to the cumulative total of the points allocated to all of the team's six results.
- 3.3.6 In the event of a tie on points between teams at the end of the local race event, the higher placed team shall be the team with the most first places among their six race results. If the teams are still tied, second places will be considered and so on until a result is achieved. In the unlikely event of a tie at this point, the team with the fastest lap taken from all the lap-times of the six races will be placed higher.
- 3.3.7 The number of teams qualifying to the regional final will be confirmed via email prior to the event. The teams that qualify will be given a certificate as proof of their achievement.

### **3.4 Regional Final Event Format.**

- 3.4.1 Each team will be given three 8 minute practice sessions prior to six 8 minute races at the regional final events.
- 3.4.2 Each driver in a team (of three drivers) must race in two of the 8 minute races.
- 3.4.3 Grids will be supplied for the regional final event detailing which teams are in which race. The grids are designed such that each team on average has the same grid position over the six races (within a tolerance determined by the organisers).
- 3.4.4 Points are awarded per race as described by Rule 3.6.
- 3.4.5 The team's finishing position for the regional final event will be worked out according to the cumulative total of the points allocated to the team's best **five** race results.

*We use the best five race results at the regional final rather than all six race results because the level of competition steps up considerably at the regional finals. Luck plays an important part in motor sport (be that mechanical failure, making a mistake, or having an accident) and we want to minimise the effect of bad luck by allowing teams to drop their worst race result.*

- 3.4.6 In the event of a tie on points between teams at the end of the regional final event, the higher placed team shall be the team with the most first places among their best **five** race results. If the teams are still tied, second places will be considered and so on until a result is achieved. In the unlikely event of a tie at this point, the team with the fastest lap taken from all the lap-times of the **six** races will be placed higher.

*The result of the dropped race is not counted in a tie situation because the aim of dropping a race is to account for bad luck/ crash damage/ kart malfunction. If a poor result was caused by one of these factors then it is not appropriate to use that result to resolve a tie. The best lap from that dropped race will be used as well as the best laps from the other five races to determine which team is placed higher.*

- 3.4.7 The number of teams qualifying to the national final will be confirmed via email prior to the event. The teams that qualify will be given a certificate as proof of their achievement. The team that wins the Regional Final will be crowned 'British Schools Karting Championship (Region) Champions'.
- 3.4.8 The original local region entered by the team determines which regional final a team will participate in. For example, the Birmingham Central region will feed into the Midlands regional final and so will the teams. In exceptional circumstances a team may formally request a transfer to another regional final. The BSKC will consider each case on its merits at its sole discretion.

### **3.5 National Final Event Format.**

- 3.5.1 The format of the National Final event is as per the Regional Final Event format detailed in Rule 3.4.

### **3.6 Points Allocation.**

Points will be awarded per race as follows:

Position	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup>
Points	20	19	18	17	16	15	14	13	12	11	10	9
Position	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>	16 <sup>th</sup>	17 <sup>th</sup>	18 <sup>th</sup>	19 <sup>th</sup>	20 <sup>th</sup>	21 <sup>st</sup>	22 <sup>nd</sup>	Excluded	
Points	8	7	6	5	4	3	2	1	0	0	0	

## **4 GENERAL.**

### **4.1 Prior to the Race.**

- 4.1.1 Teams that are not present and FULLY SIGNED ON in their entirety at the start of briefing may be refused entry into the race day. No refund will be given.

Teams should ensure that they have enough time to spare to deal with potential traffic problems. Teams should therefore aim to arrive at the prescribed arrival time at the very latest.

- 4.1.2 Karts are hand built therefore each and every kart will handle slightly differently.
- 4.1.3 The karts are randomly allocated. Teams may not select their own karts.
- 4.1.4 Prior to each race, teams should check the kart looks fit to drive by checking that:

- all tyres are inflated (none are deflated);
- the accelerator and brake pedals operate freely.

If anything looks wrong with the kart, it is up to the driver to inform a member of staff from the hosting circuit before the start of the race.

- 4.1.5 Once a team starts the race, it will be assumed that they are satisfied with the kart. Please also see Rule 4.2.1.

## **4.2 Kart Malfunction.**

4.2.1 During the **regional finals and national final only**, teams suffering the following circumstances MAY be given a chance to race in a later race if:

- a) there is another race left to compete in and;
  - b) there are enough working karts available to cater for an additional driver and;
  - c) the hosting circuit is happy to do so.
- engine seizure,
  - complete ignition unit failure,
  - complete carburettor failure,
  - brake failure (unless sustained by driver error),
  - failure of a major mechanical component (unless sustained by driver error).

*Please be aware that kart malfunctions do happen from time to time. If a driver suffering a kart malfunction cannot be given another chance to race for whatever reason then please accept this as part of motor sport. The hosting circuits and the BSKC do our best to make the championship a level playing field but there will be times when a team feels that it did not progress due to bad luck.*

4.2.2 For the avoidance of doubt, Rule 4.2.1 does not apply to local race events.

4.2.3 Under no circumstances will points be awarded for positions lost due to mechanical failure.

## **5 SAFETY.**

### **5.1 General.**

5.1.1 All drivers must attend the briefing session at every event.

5.1.2 Drivers that are late such that they miss any part of the briefing may not be allowed to participate in the event. In such circumstances no refund will be given.

5.1.3 All drivers must obey and adhere to the rules and regulations of the hosting circuit.

5.1.4 Any driver deemed not to be obeying the rules and regulations may be prohibited from further racing and/ or excluded from the championship.

5.1.5 The consumption of alcohol prior to an event is strictly prohibited. Anyone deemed to be under the influence of alcohol or drugs will not be allowed to participate and no refund will be given.

5.1.6 The use of on-board cameras fitted by whatever means is not permitted. For the avoidance of doubt, this includes cameras fitted to helmets or to the driver's body.

### **5.2 Behaviour.**

5.2.1 Competitors are reminded that they are representing themselves, their school/ college and the BSKC when racing. The use of foul language or threatening behaviour will not be tolerated.

5.2.2 Competitors are responsible for the behaviour of their supporters, family and friends.

5.2.3 It is expected that all competitors act in good faith and with common sense.

5.2.4 The BSKC expects every competitor to subscribe the MSA Racing Code. The Racing Code is based on strong values of respect, fair play, self-control, good manners and sincerity. It is not only the competitors that sign up to the racing code as all officials, organisers, parents, guardians and teams are also involved.

The racing code means that certain standards of behaviour are expected from everyone, for example:

- ✓ Appreciation of good behaviour whenever it is displayed
- ✓ Recognising when someone walks away from an explosive situation without response or retaliation
- ✓ Good, clean racing as well as success being applauded
- ✓ Avoiding public criticism of an event, organiser, officials or their decisions, including through social media, as this could be seen as detrimental to those involved at all levels and to the sport as a whole
- ✓ This is not another arm to the judicial process and is set apart from that

5.2.5 The championship uses arrive and drive karts which are the property of the host circuits. Therefore the host circuit can dictate exactly what they expect in terms of acceptable on track behaviour (hitting kerbs etc.). Drivers that race in owner/driver racing should expect these standards to be different and must abide by the host circuit rules.

### **5.3 Rule Modifications.**

5.3.1 The BSKC and the hosting circuit operating the event reserve the right to modify the rules at any time, especially on the day of an event. Such changes to the rules are likely to only be in the interests of safety or maintaining high driving standards.

## **6 PENALTIES.**

6.1.1 The hosting circuit will award penalties for dangerous driving, overtaking under a yellow flag, advantage by contact or any other action which is deemed by the hosting circuit to be unfair and/ or unsafe.

6.1.2 The type of penalty awarded for any action deemed punishable will vary from circuit to circuit.

*Please remember that the hosting circuit will only be able to award penalties to drivers for incidents on the circuit that have been seen by the circuit's staff.*

## **7 RULES OF APPEAL.**

7.1.1 The hosting circuit's decisions are final.

7.1.2 At regional final and national final events only, the hosting circuit may in exceptional circumstances, it chooses, refer a decision to the BSKC.

7.1.3 No appeals will be heard with regard to any penalty imposed or decision made by a hosting circuit or the BSKC.

7.1.4 Should you suspect a team of breaking the rules with regards to the setup of the kart, the eligibility of drivers or the composition of the team please bring this to the attention of the hosting circuit and/ or the BSKC immediately.