



British Schools Karting Championship 2020

RULES AND REGULATIONS

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BRITISH SCHOOLS KARTING CHAMPIONSHIP 2020

RULES AND REGULATIONS

The British Schools Karting Championship (“the BSKC”) is organised and administrate by TeamSport Indoor Karting (“the Organisers”) whose registered address is: TeamSport Head Office, C1 Endeavour Place, Coxbridge Business Park, Alton Road, Farnham, Surrey, GU10 5EH.

The BSKC is designed o 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 **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 Organisers 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. Local finals may feed directly into the national final at the discretion of the Organisers where they deem that there are insufficient numbers to warrant a regional final.
- 1.1.2** There are BSKC organised practice events prior to the local finals in each region for drivers to familiarise themselves with karting in general, and the circuit, the rules and regulation and the format of the BSKC in particular. Each drier must participate in the relevant practice event for their local final. Failure to do so will render the driver ineligible for the further participation in the BSKC. In exceptional circumstances, the Organisers may need to transfer a team (or teams) from one local final to another after the practice event has taken place and, if so, they will arrange

for the team(s) concerned to practice at the new venue prior to the local final and such a practice will be deemed to be compliant with this regulation.

- 1.1.3** Communication from the Organisers will be sent via email address registered at registration. Team Captains must 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 12th November 2019 and close on 31st January 2020. The Organisers reserve the right to accept registrations after the closing date at their discretion.
- 1.1.5** The registration fee will be £179.99 per team. Full payment of the registration fee must be paid by no later than 31st January 2020. 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 of up to three drivers only at each event.
- 2.1.2** All drivers must be in full or part time attendance at the same school, college or educational establishment. The Organisers reserve the right to accept entries from community based projects at their discretion. Their decision in this matter will be final.
- 2.1.3** Drivers may only compete for one team at each 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 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 from the start of the BSKC practice event until the end of their participation in the BSKC.

2.2 Driver Eligibility.

- 2.2.1** All drivers must be aged 13 years or older as of 1st January 2020. 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 Organisers for permission.

- 2.2.2** Only one driver in any team may currently hold or have held in the years 2018 and/or 2019 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 a 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 parent/legal 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 and are competent to participate in the competition. If a hosting circuit feels that any driver is unable to fulfil this requirement they will immediately disqualify the driver from any further tack activity and no refund will be given.
- 2.2.6** The Team Captain of each team that qualifies through from a local final to the next stage of the competition must provide the organisers with the full names of the students comprising their team and their dates of birth. The Organisers will set a deadline by which this information must be provided, giving minimum notice of five working days.
- 2.2.7** The organisers may exclude any team who has fielded an ineligible driver (for whatever reason), or who has failed to provide the information required under Rule 2.2.6 by the deadline imposed, 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 fielding three drivers (for whatever reason) then the hosting circuit and the organisers must be informed before the event.
- 2.3.2** The team is reminded that drivers may only compete for one team at each race event (2.1.3) but 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 the 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 immediately disqualified 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, regional finals and one national final.
- 3.1.2** All teams must enter into and participate in both a practice event and a local race event in their local region. The organisers reserve the right to cancel any practice event/local final where there are less than six (6) teams entered. In this case, teams that have entered and paid their entry fee will be given the choice of moving to another local region (if this is achievable) or receiving a full refund of their entry fee. No claim for compensation for additional costs (e.g. travel) to attend a different local region will be considered by the organisers.
- 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 organisers.
- 3.1.5** Teams (or their individual drivers) may take part in a practice or test session 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 sessions.
- 3.2.3** Grids will be supplied for the practice event detailing which teams are in which practice session. It is the responsibility of the Team Captain to organised 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 the responsibility of 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 after all of the races have been taken into consideration, 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 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 tea 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 after all races have been taken into consideration, the team wit the fastest lap taken from all the lap-times of the six races will be placed higher. The results 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 the 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 regional final. 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 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 organisers will consider each case on its merits at its sole discretion and their decision will be final.

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 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th
Points	20	19	18	17	16	15	14	13	12	11	10	9

Position	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th	21 st	22 nd	Excluded
Points	8	7	6	5	4	3	2	1	0	0	0

4 General

4.1 Prior to the Event

- 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 event. No refund will be given. Teams should ensure that they allow sufficient time to deal with potential traffic problems. Teams should therefore aim to arrive at the arrival time prescribed in the email sent to them prior to the event 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 break pedals operate freely. If anything looks wrong with the kart, it is the responsibility of the driver to inform a member of staff from the hosting circuit immediately.
- 4.1.5** Once a driver 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 finals 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 it 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 final ace 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 not to be obeying the rules and regulations may be prohibited from further racing and/or disqualified from the championship.

- 5.1.5 The consumption of alcohol prior to an event is strictly prohibited. Anyone deemed by the hosting circuit 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.
- 5.1.7 The use of tinted visors on helmets at indoor venues is not permitted.

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 Organisers expect 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 the organisers will not tolerate drivers, parents or supporters who abuse host circuit personnel and/or BSKC personnel and they render their team liable to immediate disqualification from the entire competition.
- 5.2.5 The BSKC 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 must abide by the host circuit rules.
- 5.2.6 The BSKC is an arrive-and-drive karting championship open to drivers of all abilities. Drivers, parents and supporters must be aware and accept that standards of operation and penalties applied will be different than those encountered in owner/driver karting such as MSA or NKA events.

5.3 Rule Modification

- 5.3.1 The organisers and the hosting circuit operating each 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 may 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 hosting circuit may immediately disqualify a team from a race or from the entire event for a breach of rules relating to Behaviour. In addition, the organisers may retrospectively disqualify a team from the BSKC for any breach of rules relating to Behaviour. Section 5.2 refers.
- 6.1.3** 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 circuits 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, if it chooses, refer a decision to the organisers.
- 7.1.3** No appeals will be heard with regard to any penalty imposed or decision made by a hosting circuit or the organisers.
- 7.1.4** Should you suspect a team of breaking the rules with regard to the setup of the kart, the eligibility of drivers or the composition of a team please bring this to the attention of the hosting circuit and the organisers immediately. Your right to draw attention to a suspected breach under this rule 7.1.4 expires 24 hours after the conclusion of the event to which the complaint refers.

8 Data Policy

8.1.1 By registering for BSKC 2020 you accept that the BSKC organisers will send communications to you the email address listed on your registration application. Only the BSKC Co-ordinator and the BSKC website administrator has access to your name and email address. We use mailchimp to send our newsletter emails and they have their own privacy policy. You are given the opportunity to unsubscribe whenever we send you a newsletter but we hope you will continue to remain on our mailing list. You are reminded that you must accept our email communications during the course of the BSKC 2020 competition (Regulation 1.1.3 refers).