



## ***RULES AND REGULATIONS***

The British Schools Karting Championship (“BSKC”) is organised and administrated 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 to allow school and college students, aged 13-18, of all karting abilities, from across the whole of the UK to participate in competitive kart racing.

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 aimed at reinforcing these 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 Championship Overview**

**1.1.1** The British Schools Karting Championship is a UK wide knockout Karting competition, consisting of Practice Sessions, Local Finals Regional Finals and culminating in a National Final. On rare occasions, 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** BSKC Practice Events are held prior to the Local Finals – this is to allow drivers to familiarise themselves with TeamSport, Karting, the Circuit, the Rules and Regulations and the format of the BSKC. Each driver must participate in one of the relevant practice events for their Local Final. Failure to participate in a Practice Session will render the driver ineligible for any 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, will arrange for the team(s)



concerned to practice at the new venue prior to the Local Final – This practice will be deemed to be compliant with this regulation.

- 1.1.3** Communication from the BSKC will be via the email address registered at the time of registration. Team Organisers must take all 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** The Registration will open on the 28<sup>th</sup> September 2022 and closes on the 15<sup>th</sup> of January 2023. The Organisers reserve the right to accept registrations after the closing date at their discretion.
- 1.1.5** The registration fee is £150.00 per team. Full payment of the registration fee must be paid by no later than the 15<sup>th</sup> of January 2023.

## **2 ELIGIBILITY**

### **2.1 Team Constitution**

- 2.1.1** Teams must consist of three drivers only at each event.
- 2.1.2** All drivers Must be in Full or Part Time education – drivers do not need to be from the same school, college or educational establishment and can be from community-based projects, out of School Clubs etc.
- 2.1.3** Drivers may only compete for one team at each round. Drivers are not allowed to swap between teams during each round.
- 2.1.4** Nevertheless, drivers may race for another team from the same school/college/establishment 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 that years BSKC.



## **2.2 Driver Eligibility.**

- 2.2.1** All drivers Must be aged between 13 years old and 18 years old on the 15<sup>th</sup> of January 2023 to enter the 2023 Championship.
- 2.2.2** A maximum of one driver in any team may currently hold - or have held in the years 2021 and/or 2022 - 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 any 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 Organiser to have written record of this permission.
- 2.2.4** All drivers must be of sufficient height to drive "Adult Karts" within TeamSport. Full details can be found on <https://www.team-sport.co.uk> Any driver that doesn't meet this requirement 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 track activity and no refund will be given.
- 2.2.6** The Team Organiser of each team that qualifies from a Local Final through 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 any of the results of previous race events in which the team has participated.



**2.2.8** The competition is not open to current TeamSport Employees, or anyone who has left the employment of TeamSport within 6 months of the start of the competition.

### **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 round (2.1.3) but may either:

a) Move a driver into their team from one of their other teams from the same school/organisation (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. 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 British Schools Karting Championship consists of Local Practices, Local Finals, Regional Finals and one National Final.

**3.1.2** All teams must enter and participate in both one Practice Event and one Local Final. The organisers reserve the right to cancel any Practice Event/Local Final where there are less than three (3) teams entered. In this case, teams that have entered and paid their entry fee will be given the choice of moving to another Local Final (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 Final will be considered by the organisers.



**3.1.3** Teams may only progress into one of the Regional Finals by qualifying from their Local Final.

**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.

### **3.2 Practice Event Format**

**3.2.1** Each Team will be given six 12-minute practice sessions at the practice event.

**3.2.2** Each driver in a team of three drivers must participate in two of the 12-minute sessions.

**3.2.3** The first Practice session will be started by releasing Drivers from the pit lane and the second session will start by lining Drivers up on a starting Grid. Grids will be supplied for the practice event detailing which teams are in which session. It is the responsibility of the Team Organiser to organise in advance which driver will practice in each session. Grids are used at practice events to prepare Teams, Drivers and Organisers for the format of the racing at the race events.

### **3.3 Local Final Format**

**3.3.1** Each Team will be given six 12-minute practice sessions at the Local Final.

**3.3.2** Each driver in a team of three Drivers must participate in two of the 12-minute sessions.

**3.3.3** Grids will be supplied for the Local Final, 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).

**3.3.4** Points will be awarded per race as described by Rule 3.6.

**3.3.5** The team's finishing position for the Local Final 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 in points between teams at the end of the Local Final, 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 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 Finals.

**3.4.2** Each driver in a team of three Drivers must participate in one of the 8-minute practice sessions and two of the 8-minute Race sessions.

**3.4.3** Grids will be supplied for the Regional Finals 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 will be worked out according to the cumulative total of the points allocated to all of the team's six results.

**3.4.6** In the event of a tie in points between teams at the end of the Regional Final, 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 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.

**3.4.7** The number of teams qualifying to the National Final will be confirmed via email prior to the Regional Finals. The teams that qualify will be given a certificate as proof of their achievement.

**3.4.8** The original Local Final entered by the team determines which Regional Final a team will participate in. 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** Each team will be given three 12-minute practice sessions prior to nine 12-minute races at the National Final.



**3.5.2** Each driver in a team of three Drivers must participate in one of the 12-minute practice sessions and three of the 12-minute Race sessions.

**3.5.3** Grids will be supplied for the National Final detailing which teams are in which race. The grids are designed such that each team on average has the same grid position over the nine races (within tolerance determined by the organisers).

**3.5.4** Points are awarded per race as described by Rule 3.6.

**3.5.5** The team’s finishing position for the National Final will be worked out according to the cumulative total of the points allocated to all of the team’s nine results.

**3.5.6** In the event of a tie in points between teams at the end of the National Final, the higher placed team shall be the team with the most first places among their nine 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 the races have been taken into consideration, the team with the fastest lap taken from all the lap-times of the nine races will be placed higher.

### 3.6 Points Allocation

Points will be awarded per race as follows:

Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th
Points	20	18	16	15	14	13	12	11	10
Position	10th	11th	12th	13th	14th	15th	16th	17th on	DQ/DNS
Points	9	8	7	6	5	4	3	0	0

## 4 General

### 4.1 Prior to the Event

**4.1.1** Teams that are not present and FULLY SIGNED IN at the start of their 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 allocated by the host circuits. 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: the accelerator and brake 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 Karts**

**4.2.1** All Karts used in the Championship will be tested prior to use in the competition to ensure parity.

**4.2.2** Should a kart fail due to a mechanical issue during a race, the race will be stopped, and the kart replaced with a spare from the pit lane.

**4.2.3** Should the Chief Marshal receive more than one report regarding the performance of a kart, said kart will be withdrawn from the competition subject due to an inspection by the Duty Mechanic.

**4.2.4** Please be aware that kart malfunctions do happen from time to time. If a driver suffering a kart malfunction cannot be given another kart 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.

**4.2.5** 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 a briefing session before every event.

**5.1.2** Drivers that are late - for whatever reason – and 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 always obey and adhere to the rules and regulations of TeamSport and the host circuit.

**5.1.4** Any driver found 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.

## **5.2 Behaviour**

**5.2.1** Competitors are reminded that they are representing themselves, their School / College / Organisation 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.

## **5.3 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 Penalty Causes**

**6.1.1** Each of the following is considered to be a breach of the regulations and will lead to disciplinary action being taken:

- Bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to an event or employed in a manner in connection with an event or an acceptance of or offer to accept a bribe by an official or employee.
- Any dishonest act or proceeding in connection with an event and/or motorsport in general.
- Driving in a manner incompatible with general safety and/or departing from the standard of a reasonably competent driver.
- Any contravention of a flag or light signal.
- Misbehaviour or unfair practice.
- Abusive behaviour or language, physical assault, or threats of physical assault within a TeamSport site.

### **6.2 Penalty Inflictions**

**6.2.1** Penalties that may be inflicted are, in order of increasing severity:

- Reprimand
- Time Penalty (Or Position/Lap/Grid Penalty)
- Disqualification
- Exclusion

## **7 Powers**

### **7.1 Track Regulations**

- 7.1.1** The Clerk of the Course and/or his deputy has the power to impose penalties in accordance with the Track Regulations.
- 7.1.2** No appeals will be heard with regards to any penalty imposed or decision made by a hosting circuit or the organisers.
- 7.1.3** 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 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.
- 7.1.4** The Clerk of the course may use CCTV if available. The footage will be used by the Clerk of the course for judicial purposes. The footage is not available for use by any team or entrant.
- 7.1.5** No personal footage from either driver mounted cameras or spectators' cameras will be considered for judicial purposes.

## **8 Data Policy**

### **8.1 Data Policy**

- 8.1.1** By registering for BSKC 2023 you accept that the BSKC organisers will send communications to you on 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 2023 competition (Regulation 1.1.3 refers).
- 8.1.2** By entering the BSKC, you are also agreeing that TeamSport Indoor Karting may, if appropriate, use any photographs or video footage taken by TeamSport Employees or by authorised event photographers and videographers. Such material will be used in our marketing literature,



website, and advertising. You shall ensure that all members of your group are also aware of this as this may include spectators at events.

**8.1.3** If you, or a member of your group, do not wish photography or video footage to be used for this purpose for any reason, you must notify TeamSport Indoor Karting in writing to the email address [info@team-sport.co.uk](mailto:info@team-sport.co.uk)