



BSK^C

BRITISH SCHOOLS KARTING CHAMPIONSHIP

British Schools Karting Championship 2012

RULES AND REGULATIONS

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Working in Partnership with



The logo for the Motorsport Association (MSA) consists of the letters 'MSA' in a bold, blue, serif font. A red arrow points from the top right of the 'A' towards the right.

BRITISH SCHOOLS KARTING CHAMPIONSHIP 2012

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.

1 CHAMPIONSHIP.

1.1 Overview.

- 1.1.1 The British Schools Karting Championship 2012 is a UK wide knockout competition of karting events consisting of 39 local regions feeding into ten national regions and 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 BSKC.

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 or college.
- 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 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 semi 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 1st January 2012. 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 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 up to the school to have written record of this permission.
- 2.2.3 All drivers must be at least 1.57m (5ft 2 in) 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.
- 2.2.4 All drivers must prove that they can safely operate all of the karts 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.

2.3 Missing / Substitute Drivers.

- 2.3.1 If a team cannot achieve its target 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.
- 2.3.3 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 39 local regions, feeding into ten regional finals and one national final.
- 3.1.2 All teams must enter into both a **practice event** and a **local semi final event** in their local region.
- 3.1.3 Teams may only progress into one of the ten **regional finals** by qualifying from their **local semi final event**.

3.1.4 Teams may only progress into the **national final** by qualifying from one of the **regional finals**.

3.1.5 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.

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 10 minute 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 Semi Final Event Format.

3.3.1 Each team will be given six 10 minute races at the semi final events.

3.3.2 Each driver in a team (of three drivers) must race in two of the 10 minute races except as described in Rule 2.3 regarding missing drivers.

3.3.3 Grids will be supplied for the semi final event detailing which teams are in which 10 minute 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 semi final event will be worked out according to the cumulative total of the points allocated to all of the team's six race results.

3.3.6 In the event of a tie on points between teams at the end of semi final 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 except as described in Rule 2.3 regarding missing drivers.
- 3.4.3 Grids will be supplied for the regional final event detailing which teams are in which 8 minute race. The grids are designed such that each team on average has the same grid position over the six races (within an acceptable tolerance).
- 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 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 the winner.

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 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 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 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 semi final 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 will 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 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 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.

5.3 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, if it chooses, refer a decision to the BSKC.
- 7.1.3 No appeals will be heard with regard any penalty imposed 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 the drivers or the composition of the team please bring this to the attention of the hosting circuit and or the BSKC immediately.