

# CLUB100 RACING LTD

## RULES & REGULATIONS

### PREMIER CLASS, CLUBMAN CLASS & INTERMEDIATE CLASS ENDURANCE SERIES 2020

#### 1. ENTRY

Entry for each event is on a first come, first served basis. Entries are confirmed only when accompanied with full payment.

Entries for **Club100** events should be sent to:

[racing@club100.co.uk](mailto:racing@club100.co.uk)

Or call – 01795 883592

Teams may apply to enter any class, but will be accepted at the discretion of the organiser. **Club100** reserves the right to move teams between classes.

#### 2. CANCELLATIONS

**PLEASE NOTE THAT THE TERMS LISTED BELOW ARE FIRM AND COMPOUND WITH NO EXCEPTIONS.**

- a. Full refunds or the option to re-schedule will be offered no later than 4pm on the Monday two weeks prior to each event.
- b. Cancellations received after this date but before 4pm on the Monday prior to the event will be offered a 50% refund or 50% transfer to a future event.
- c. Cancellations received after 4pm on the Monday prior to the event will lose full entry fee.
- d. 'No-shows' on the day of the event will lose full entry fee.
- e. These cancellation terms also apply to teams which pay for the whole season in advance.
- f. **CANCELLATIONS WILL ONLY BE ACCEPTED IN WRITING, EITHER BY EMAIL OR FAX.**
- g. The terms listed also apply to test day bookings.

### 3. EVENT SCHEDULE – ALL ROUNDS

The Premier/Clubman/Intermediate Endurance series comprises three separate classes racing together.

Registration	08:00hrs
Briefing	09:00hrs
Racing	09:30hrs – 1230hrs
Presentation	12:35hrs

### 4. REGISTRATION / RACE LICENCES / DRIVERS' BRIEFING

- a. Any team or driver failing to register (sign on) will not be permitted to participate in any part of the event.
- b. Drivers **MUST** produce their Motorsport UK competition licence at registration. A picture of a licence will **NOT** be accepted.  
**Non-production of a race licence will result in a fine of £25.00**
- c. Any team or driver failing to attend the drivers' briefing will not be permitted to participate in any part of the event.
- d. **THE ABOVE RULES WILL APPLY WITH NO EXCEPTIONS.**

### 5. WEIGHT

- a. The minimum race weight limit for both classes is **85kg**.
- b. It is each driver's responsibility to check his or her race weight at each race using the **Club100** scales.
- c. Where necessary, ballast may be attached to a seat insert or to the weight posts situated by the seat on the karts. **Club100** will not allow any extra weight to be fitted to a driver. **Club100** staff will check all ballasted seat inserts to ensure they are safe.
- d. Karts are fitted with two weight posts, which hold a maximum of 12/14kg of lead. Lead can be purchased from BIZ karts (020 8443 3300).. A **small** amount of lead is available to hire from **Club100** at each meeting, but it is recommended that teams purchase their own lead if they are competing in more than one meeting.
- e. Drivers' race weight will be measured including their full kit, i.e. crash helmets, overalls, boots and seat inserts and ballast. The number plate and timing transponder may **NOT** be included on the scales.
- f. Random checks will be made throughout each event during the season. Any driver found to be lighter than the required race weight at any time will be excluded from the race, together with his or her team.

### 6. PRACTICE

- a. Practice will run for a duration of 35 minutes. During this time, all registered drivers must practice, completing a minimum of three laps.
- b. **Club100** reserves the right to adjust session durations at any point during the season.
- c. Karts are randomly allocated. Teams may not choose their own karts. Prior to driving a new kart, teams should make the following checks on their karts (this is not an exhaustive list): fuel, tyres & rims, plug cap, exhaust & fittings, all steering components, chain tension, seat and stays, nose cone, side pods, front & rear bumpers, brakes, accelerator & associated cables.

- d. **Club100** karts are hand-built; therefore each and every kart will be different. Teams should explore the handling capabilities of their karts during practice.
- e. Teams may not make any mechanical adjustments to the karts, including tyre pressures and carburettors, at any point during the meeting. Teams found to be contravening this rule will be severely penalised.
- f. If a driver finds a serious problem with his or her kart, he or she should return to the pits. From 5 minutes through to 25 minutes after the start of the practice session, two to three kart-testers will be available to address perceived faults on the karts. No queuing for testing will be allowed during the first five minutes of practice.
- g. Kart-testers carry their own timing transponders. If the tester achieves a lap time within three tenths of a second of his or her own control time in the session, the kart will be passed as OK to race and the team will not be allowed to change the kart, or to have it re-tested, during practice.
- h. The kart-tester may bring the kart in to the mechanics' bay for further work if he is unable to set a time within the tolerance described above. In this instance, another kart may be allocated to the team. Teams are entitled to keep a kart after it has been tested, even if it has not made the three-tenths threshold.
- i. Subject to availability, teams are allowed to make a maximum of two kart changes during practice. Teams are not permitted to have any given kart tested more than once during practice, unless requested by a **Club100** official.
- j. After 25 minutes of practice have elapsed, the mechanics' bay and kart-testers will not be available, and no further alterations or changes of kart will be permitted prior to the end of qualifying, unless requested by a **Club100** official. Work will be completed on any karts that are in the queue for testing, and/or are still being tested and/or repaired at the 25-minute mark.
- k. Two refuelling bays will be open for the duration of practice. Once practice is over, any team not in the queue for fuel will not be fuelled. Refuelling will re-open 2 minutes into the race (Window 1). Teams must ensure they have sufficient fuel to set a qualifying time and to start the race.
- l. Teams committing any of the offences detailed in rule 16, other than knocking over a cone, will start the race from the back of the grid. However, officials are advised to use their discretion when penalising during practice.
- m. At the end of practice, drivers will be shown the green flag. Timed qualifying will commence when the first driver is shown the green flag.

## 7. QUALIFYING

- a. The qualifying session will run for a duration of ten minutes.
- b. It is compulsory for teams to set a qualifying time. Any team failing to register at least one qualifying lap will start the race from the pit lane, once the last kart on circuit has completed one racing lap.
- c. After ten minutes have elapsed, the chequered flag will be waved. The timing will continue to include each team's final lap time. Once a driver has passed the chequered flag, he or she must return to the pit lane, or stop where directed.
- d. Teams are not permitted to change karts during the qualifying session.
- e. In the event of equal lap times being set by two or more teams, the team which sets the lap time first will be awarded the higher grid position.
- f. Teams committing any of the offences detailed in rule 16, other than knocking over a cone, will start the race from the back of the grid. However, officials are advised to use their discretion when penalising during qualifying.
- g. **BUCKMORE PARK EVENTS:** Teams are not permitted to change drivers during qualifying.

## 8. CHANGING KARTS AFTER QUALIFYING

Teams may opt to change their karts between qualifying and the race, without requiring the input of an official kart-tester, with the following conditions:

- h. Teams are **not** permitted to change their kart if it has achieved a qualifying lap time within three tenths of a second of the **3rd** fastest team in their class.
- i. If a team chooses to change their kart after qualifying, they must then start the race from the back of the grid.

**Note:** A team must take the first kart available in the spare karts line. The organisers must stress that it is unlikely that a fully tested kart will be available at this point. Teams will therefore be taking a gamble with an un-tested kart.

- j. Teams are permitted to change their kart in this way a maximum of 2 times during the season. Kart changes after qualifying will be recorded throughout the year.

### k. PROCEDURE

After qualifying and all karts are stationary, a **Club100** official will start a 3 minute countdown. Teams have this 3 minute window to advise the **Club100** official if they wish to change their kart. .

## 9. RACE START

- a. Grid formation will be 2 by 2. During rolling-up laps, drivers should stay to the edges of the track and leave gaps to allow other drivers to take up their grid positions. Once all karts are on track, the front row should establish a steady and even speed behind the pace kart.
- b. Drivers are not allowed to overtake the pace kart (unless in trouble and needing to return to the pits). Any driver overtaking the pace kart will receive a black flag once the race has started.
- c. Drivers who spin during rolling-up laps must start from the back of the grid.
- d. Drivers who fail to use circuit cut-through(s) as directed during rolling up laps must start from the back of the grid.
- e. Drivers weaving excessively during rolling-up laps will receive a penalty.
- f. It is each driver's responsibility to start in the correct grid position. Competitors may signal to the Clerk of the Course and/or the start-line marshal if other drivers are preventing them from getting into their correct starting position. Drivers will receive a penalty if they start ahead of their grid position. If a driver fails to make any effort to take up their correct starting position, beneficiaries will not be penalised. If a driver is not in the correct grid position, the time keeper may still start the race regardless.
- g. During the rolling-up laps, drivers in trouble should raise a hand. Drivers may overtake competitors unable to keep up with the pack during rolling-up laps.
- h. The driver in pole position will control the pace as the pack approaches the start line, maintaining a steady and even speed towards the line.
- i. Any driver jumping the start will be black-flagged. This includes any driver breaking formation or moving across the track prior to crossing the start line.

## 10. RACE

- a. The race will run for a duration of 2 hours.
- b. Each team must make at minimum of 5 fuel stops during the race
- c. Each team must take on a full tank of fuel during each stop. Chain lubricant must be applied at every stop.

- d. Teams may change drivers during refuelling stops.
- e. Each team must make a minimum of 1 fuel stop within each fuel window.

The refuelling windows open and close based on the elapsed race time, as follows:

	Opens	Closes
Window 1	2 mins	20 mins
Window 2	25 mins	45 mins
Window 3	50 mins	1 hr 10
Window 4	1 hr 15	1 hr 35
Window 5	1 hr 40	1 hr 55

- f. Teams failing to stop in each refuelling window will be penalised with a stop/go penalty. See rule 16, penalties.
- g. **BUCKMORE PARK EVENTS:** During qualifying and the race, teams are only permitted to enter the pit lane for the following reasons – The 5 mandatory fuels stops, black flag penalties and technical failures. A driver change will only be permitted outside of the fuel windows for an extraordinary reason. Drive through(s) are strictly prohibited and will be penalised.
- h. If a team runs out of fuel at any time during the race they will be disqualified from the results.
- i. Teams missing a refuelling window as a result of a red-flag stoppage (in which the race clock continues to run – see rule 16) must stop for fuel within 3 minutes of the green-flag restart. Failure to do so will be considered as missing the original window, and will be penalised as such.
- j. Teams committing any of the further offences detailed in rule 16 will also be penalised.
- k. If a team is unhappy with the performance of its kart and wishes to change it during the race, the kart must be tested by an official kart-tester before **Club100** will consider allowing a replacement.
- l. Non-finishers will be awarded points for their position, based on number of laps completed.
- m. Drivers must use the FULL circuit after passing the chequered flag unless directed otherwise by a **Club100** official.
- n. Karts will be directed into *parc fermé* at the end of the race, where drivers will be weighed as described in rule 5.

## 11. SPINNING OUT

- a. **If a driver loses control and subsequently goes into a spin, he/she MUST apply the brake immediately and prevent the kart from rolling backwards across the circuit. Any driver allowing their kart to roll backwards and not applying the brake after a spin and causing an incident will be heavily penalised. See rule 16.**
- b. **Drivers must ONLY re - join the session or race when it is clear and safe to do so. Any driver re-joining and causing a further incident will be heavily penalised. See rule 16.**
- c. **Drivers who spin out and subsequently come to a halt off circuit on either grass or a high kerbed area must switch off their engine, get out of the kart and push it back onto the edge of the circuit. Once back in the kart, he/she can then start their engine and re-join the session or race when it is clear and safe to do so. A severe penalty will be applied to any driver contravening these instructions. See rule 16.**

**12. GENERAL**

- a. The Clerk of the Course has the right to make post-race decisions after an inquiry.
- b. Suits, helmets and gloves must be worn correctly in the kart at all times. Drivers failing to comply will be black-flagged.
- c. All drivers must use a clear or yellow visor in dusk and dark conditions.
- d. On-board timing devices are not permitted.
- e. Pit to Kart radio communication is allowed. Teams choosing to use radio communication must have their equipment cleared by a Club100 official on the grounds of safety.  
**IMPORTANT NOTE: Only radio comms devices attached to the crash helmet using a clipped/clamped on system will be permitted. Any bolted/screwed or stuck on devices are strictly banned.**
- f. **CAMERAS – Helmet, shoulder and chest mounted cameras are not permitted. This includes the Cambox internal camera. A universal mount is fitted to each Kart on the Nassau Panel. Drivers are permitted to fit their cameras to record their fun.**  
**IMPORTANT NOTE: Drivers shall fit their cameras to Nassau Panel at their own risk. Club100 shall not be responsible for any damage to cameras.**  
**Teams will be black flagged for any cameras that come loose and are only attached with the tether.**
- g. Should it be necessary for any championship round to be cancelled prior to the event start for whatever reason, the organisers will endeavour to allocate an alternative date and/or venue. Any substituted round will count towards the championship.
- h. Due to any arising situation beyond control, Club100 Racing Ltd cannot be held responsible for any postponement or abandonment of the event. In the case of this nature, results will be declared and points will be calculated according to which part(s) of the race meeting has been completed.
- i. Teams may not make any mechanical adjustments to the karts, including tyre pressures at any point during the meeting. These will be set by **Club100** technicians on the day. Staff will check tyre pressures if requested. Teams found to be contravening this rule will be severely penalised.
- j. A team suffering the following circumstances will be allocated another kart at the earliest opportunity: engine seizure, complete ignition unit failure, complete carburettor failure, complete brake failure (unless sustained by driver error), or complete failure of a major mechanical component (unless sustained by driver error or crash damage).
- k. A team involved in any accident that renders the kart broken, or bringing in a kart exhibiting obvious crash damage, regardless of fault or blame, will have to wait for it to be repaired.  
A team suffering a broken chain, broken track-rod or broken exhaust will similarly have to wait for the damaged or missing components to be repaired or replaced.  
Another kart will be only allocated to the team in either circumstance if the work is not complete after 10 minutes.
- l. **Club100** reserves the right to issue an official verbal warning to any competitor where deemed appropriate. Further misconduct by the competitor may result in his or her exclusion from the event, their next race or the whole series at the discretion of **Club100** officials.
- m. Any competitor using foul language or threatening behaviour, either towards **Club100** staff or other competitors, may be excluded from the meeting.
- n. Competitors are responsible for the behaviour of their supporters, family and friends.
- o. **Club100 Racing Ltd is covered by Motorsport UK and their own public liability insurance.**

## 13. CHAMPIONSHIP POINTS

- a. Trophies and championship points will be awarded based on finishing position within class, irrespective of overall finishing positions.
- b. Championship points will be awarded for each race as follows:

Position	Points
1 <sup>st</sup>	100
2 <sup>nd</sup>	95
3 <sup>rd</sup>	90
4 <sup>th</sup>	85
5 <sup>th</sup>	80
6 <sup>th</sup>	75
7 <sup>th</sup>	70
8 <sup>th</sup>	65
9 <sup>th</sup>	65
10 <sup>th</sup>	55

Position	Points
11 <sup>th</sup>	50
12 <sup>th</sup>	45
13 <sup>th</sup>	40
14 <sup>th</sup>	35
15 <sup>th</sup>	30
16 <sup>th</sup>	25
17 <sup>th</sup>	20
18 <sup>th</sup>	15
19 <sup>th</sup>	10
20 <sup>th</sup>	9

Position	Points
21 <sup>st</sup>	8
22 <sup>nd</sup>	7
23 <sup>rd</sup>	6
24 <sup>th</sup>	5
25 <sup>th</sup>	4
26 <sup>th</sup>	3
27 <sup>th</sup>	2
28 <sup>th</sup>	1
29 <sup>th</sup>	0
30 <sup>th</sup>	0

**DNF** (did not finish): See rule 10I.

**DQ** (disqualified): Zero points

- c. Each team's best 8 results from 11 rounds will count towards the championship.
- d. In the event of a tie on points between teams at the end of the season, the higher position will be awarded to the team with the most 1st places. If the teams are still tied, the position will be decided based on the number of 2nd places, and so on until a result is achieved.
- e. In the unlikely event of a tie on the basis of each team's best 8 results, the team with the higher race position in the first round in which either team competed will be awarded the higher position.

## 14. FLAGS

Drivers must observe the following flags whilst on the circuit. Penalties will be given to drivers who ignore these signals. **Ignoring the black flag will increase the penalty by 10 seconds each lap.**

Union Flag/Lights	Race start
Red	Race stopped. Slow down and be prepared to stop on any section of the circuit where directed. See rule 0.
Yellow	Incident ahead. Raise hand and slow down. No overtaking allowed until the incident has been passed. See rule 14.
Red/yellow striped	Caution: slippery surface.
Green with yellow chevron	False start. Cease racing and re-commence rolling-up procedure.
Black/white diagonal	Driver warning for contact, kerbing, etc.
Black	Penalty flag. Return to pits for stop/go penalty, minimum 20 seconds.
Black with orange circle	Mechanical failure. Return to pits.
Blue	Driver about to be lapped. Give way to competitors. Chequered End of qualifying/race. Return to pits.

**15. YELLOW FLAGS**

- a. **DRIVERS ARE EXPECTED TO ACKNOWLEDGE THE YELLOW FLAG BY RAISING THEIR HAND AND SLOWING DOWN. THIS HELPS TO PROTECT DRIVERS AND MARSHALS IN THE VICINITY OF YELLOW-FLAG INCIDENTS.**
- b. Any driver failing to acknowledge a yellow flag will receive a stop/go penalty. This rule applies during practice, qualifying and the race.
- c. Drivers should be aware that a yellow flag may be covering multiple incidents between two manned marshals' posts.
- d. Should a driver overtake under a yellow flag and realise the mistake, that driver may decelerate and signal for the other driver to re-pass immediately. It is incumbent on the other driver to re-take the position, or the first driver is at liberty to carry on racing without penalty.

**16. PENALTIES**

The following penalties will be applied by the Clerk of the Course, his deputy or his assistants. This shall not be considered an exhaustive list.

**Note – For Buckmore Park Events. Add 10 seconds to each penalty.**

- a. **Gaining a single place advantage as a result of contact with another kart:**  
**Black Flag (20 Second Stop/Go).**
- b. **Contact driving by forcing another driver to run wide and compromising the offended driver's position:**  
**Black Flag (20 Second Stop/Go).**
- c. **Gaining an advantage by contact which results in and is responsible for a driver(s) coming to a halt:**  
**Black Flag – (20 Second Stop/Go)**
- d. **Gaining an advantage by contact which results in multiple karts coming to a halt. This applies if the offending driver also comes to a halt:**  
**Black Flag – (40 Second Stop/Go)**
- e. **Knocking over a cone:**  
**After one warning – Black Flag (20 second Stop/Go).**
- f. **Overtaking under a yellow flag**  
**Black Flag – (20 Second Stop/Go)**
- g. **Losing control and spinning under a yellow flag. Including hitting a stationary kart.**  
**Black Flag – (20 Second Stop/Go)**
- h. **Excessive kerbing. After two warnings:**  
**Black Flag – (20 Second Stop/Go)**
- i. **Deliberate use of contact. After two warnings:**  
**Black Flag – (20 Second Stop/Go)**

- j. **Speeding under yellow flags**  
After one warning – Black Flag (20 second Stop/Go)
- k. **Missing a fuel window**  
Black Flag – (40 Second Stop/Go)
- l. **Deliberately forcing another driver off the circuit:**  
Black Flag – (40 Second Stop/Go)
- m. **Omitting any part of the circuit:**  
One lap deduction.
- n. **Deliberately blocking other drivers from overtaking, i.e. changing direction more than once on any one straight:**  
Black Flag – (20 Second Stop/Go)
- o. **Abandoning a kart on circuit:**  
Team Exclusion
- p. **Allowing kart to roll back across circuit and causing an incident after a spin:**  
Black Flag – (40 Second Stop/Go)
- q. **Attempting to un-screw fuel cap whilst on circuit, or attempting to secure fuel cap whilst on circuit.**  
Black Flag – (20 Second Stop/Go)
- r. **Deliberately jumping the start:**  
Black Flag – (20 Second Stop/Go)
- s. **Exceeding track limits.**  
After one warning – Black Flag (20 second Stop/Go)
- t. **Re-joining a session or race from a stationary position and causing an incident, or compromising another drivers position.**  
Black Flag – (1 Minute Stop/Go)
- u. **Failure to follow instructions in rule 11c.**  
Event exclusion at the end of the race (0 points for the day).
- v. **Underweight.**  
Race = Team exclusion at the end of the race (0 points for the day)  
Qualifying = Demotion to the back of the grid

## 17 RED FLAG PROCEDURE

- a. **In the event of a red flag, all drivers must slow to rolling-up pace and stop in SINGLE FILE where directed. NO OVERTAKING. Any drivers failing to stop in single file will be relegated to the back of the line.**
- b. Refuelling will continue in the pit lane if the fuel window is open. However, any karts in the pits will not be released on to the track.
- c. The race clock will continue to run throughout the red flag incident.
- d. The kart leading the race overall will be identified. Any karts stopped in front of the lead kart will be sent across the timing loop to join the back of the line. The pit lane entry will be closed; these karts may not enter the pits to refuel.

- e. All karts in the pits will be released on to the circuit to join the back of the line. The pit lane exit will then close.
- f. Karts which have been involved in the incident, but have not incurred any damage, can join the back of the line. If a driver requires medical attention, a team mate can take the re-start. Any driver injured in the red-flag incident must be cleared by the paramedics prior to taking any further part in the event.
- g. Any damaged karts will be returned to the technical area. Work will not commence until the green flag has been dropped to signal the re-start.
- h. Once all the above procedures have been carried out and all the karts are in single file, the timing loop will be de-activated.
- i. **YELLOW** – Karts will be started in single file and must circulate using the full circuit, unless directed otherwise, at rolling-up pace.
- j. Once all karts are circulating in single file, the pit lane entrance and exit will re-open and karts will be permitted to refuel, if the refuelling window is open. Karts exiting the pits must join the back of the line, and may not overtake the pace kart (if present) or one another. The pit lane exit will temporarily close each lap as the main pack passes, to prevent karts joining the middle of the field.
- k. **GREEN** – Once the Clerk of the Course is happy to re-start the race, the timing loop will be re-activated on the re-start rolling-up lap. When the green flag is dropped, racing will re-commence. Karts may not overtake until they have crossed the start/finish line at which the green flag is being waved.
- l. Teams are reminded that there will be winners and losers in red-flag situations. These rules are in place to make it as fair as possible for all teams.

## 18 **MOTORSPORT UK YEAR BOOK 2020**

These rules and regulations are written with the intention of fair play to all of **Club100's** competitors. Any further regulations, where required, will be implemented in line with the Motorsport UK Karting Year Book 2020 where possible.