

# CLUB100 RACING LTD

## RULES & REGULATIONS (PUBLISHED COPY)

### LIGHTWEIGHT, HEAVYWEIGHT CLASS 1, 2 & 3 SUPER-HEAVYWEIGHT CLASS SPRINT CHAMPIONSHIPS 2021

JOHN VIGOR  
CHAMPIONSHIP CO-ORDINATOR  
3<sup>RD</sup> FEBRUARY 2021

#### 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 by phone 01795 883592

#### 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 drivers choosing to pay for the season in full in advance.
- f. **CANCELLATIONS WILL ONLY BE ACCEPTED IN WRITING BY EMAIL TO [racing@club100.co.uk](mailto:racing@club100.co.uk)**
- g. The terms listed also apply to test day bookings.

### 3. CHAMPIONSHIP DATES

Rd 1	25 <sup>th</sup> April	Clay Pigeon
Rd 2	16 <sup>th</sup> May	Whilton Mill
Rd 3	13 <sup>th</sup> June	Lydd
Rd 4	<del>4<sup>th</sup> July</del> 20 <sup>th</sup> June	<del>Glan-Y-Gors</del> Buckmore Park
Rd 5	11 <sup>th</sup> July	Rye House
Rd 6	1 <sup>st</sup> August	Ellough Park
Rd 7	12 <sup>th</sup> September	Bayford Meadows
Rd 8	19 <sup>th</sup> September	Llandow
Rd 9	10 <sup>th</sup> October	Whilton Mill
Rd 10	31 <sup>st</sup> October	Rye House
Rd 11	14 <sup>th</sup> November	Bayford Meadows

- a. Please refer to separate document in the welcome pack, or the website for specific timings of arrival, briefing and track time.

### 4. CHECK IN / DRIVERS' BRIEFING

- a. Any driver who fails 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 driver who fails 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 Lightweight Class minimum race weight limit is **78 kg**.
- b. The Heavyweight Class minimum race weight limit is **90 kg**.
- c. The entry-level weight without ballast for Heavyweights is **83 kg**. This includes race suit and helmet. Drivers are not permitted to use a seat insert to achieve the entry-level weight. Drivers not achieving the entry-level weight will not be allowed to race in the Heavyweight Class. Random checks on the entry level weight limit will be carried out during the season.
- d. The Super-Heavyweight Class minimum race weight limit is **98 kg**. Super-Heavyweight drivers race within the Heavyweight class and do not have their own separate grids.

- e. The entry-level weight for the Super-Heavyweight Class is **95 kg**. This includes race suit and helmet. Drivers are not permitted to use a seat insert to achieve the entry-level weight.
- f. It is each driver's responsibility to check his/her race weight at each race using the **Club100** scales.
- g. 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.
- h. Karts are fitted with two weight posts, which hold a maximum of 14 kg of lead. Lead can be purchased from BIZ karts (020 8443 3300). A small amount of lead is available to loan from **Club100** at each meeting, but it is recommended that drivers purchase their own lead if they are competing in more than one meeting.
- i. Drivers' race weight will be measured including their full kit, i.e. crash helmets, overalls, boots, seat inserts and ballast.
- j. Random checks will be made throughout each event during the season. Any driver found to be lighter than the required race weight after any race will be excluded from that race.

## 6. TRANSPONDERS & NUMBER PLATES

- a. Upon registration, each driver will be issued with a timing transponder, which is to be fixed to his or her allocated kart before each race. It is the sole responsibility of each driver to look after and ensure correct fixing of the transponder to his or her allocated kart.
- b. Drivers who forget to fit the transponder to their kart will run the risk of scoring no points for that race.
- c. Drivers not fitting their transponder correctly to their kart and subsequently losing the transponder on circuit will score no points for that race.
- d. Drivers racing with the incorrect transponder fitted to their kart will score no points in that race.
- e. Any driver who loses or misplaces their transponder whilst in their possession will be charged the full value rate of £280 plus VAT.
- f. A number plate will be issued to each driver on their first race. This will be the driver's number for the season. It is each driver's responsibility to keep this number plate for the year and remember to bring along to each round.

## 7. PRACTICE

- a. Practice will precede the first heat and will be a maximum of 4 minutes.
- b. Drivers who commit any of the offences detailed in rule 17 will be black-flagged and held in the pit lane for the remainder of practice.

## 8. HEATS

- a. Drivers compete in three heats. Each heat will run for the duration of 7 minutes.
- b. **Club100** reserves the right to adjust race times at any point during the season.
- c. Grid positions for the heats are randomly allocated.
- d. C3 entrants will be grouped together at the rear of the grid for all 3 heats.
- e. Championship points for the heats will be awarded for finishing positions thus:

- f. Drivers will be given the opportunity to clear their engines prior to the formation lap(s) for Heats 2 and 3.

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

Position	Points
11 <sup>th</sup>	10
12 <sup>th</sup>	9
13 <sup>th</sup>	8
14 <sup>th</sup>	7
15 <sup>th</sup>	6
16 <sup>th</sup>	5
17 <sup>th</sup>	4
18 <sup>th</sup>	3
19 <sup>th</sup>	2
20 <sup>th</sup>	1

Position	Points
21 <sup>st</sup>	0
22 <sup>nd</sup>	0
23 <sup>rd</sup>	0
24 <sup>th</sup>	0
DNS	0

**DNF** (did not finish): Points for last. See rule 13p. **DNS** (did not start) Points for last minus 1 position.

## 9. FINALS

- All drivers will compete in a Final. The finals will run for the duration of 12 minutes.
- Club100** reserves the right to adjust race times at any point during the season.
- Grid positions for the finals are calculated by the sum of each competitor's points accrued in the heats. The driver with the highest points total will start on pole position for the A Final and the driver with the lowest points total will start last in the C Final.
- In the event of a tie between two or more competitors, the driver with the most wins during the heats will be awarded the higher grid position. In the event of two or more competitors accruing the same number of wins, the timing will go to 2nds, 3rds and so on. If there is still a tie, the driver with the fastest lap time in the heats will be awarded the higher grid position.
- Based on a maximum entry of 72 drivers per class. 24 Drivers will automatically qualify for the A Final. 22 Drivers will automatically qualify for the B Final. The remaining 26 drivers will form the C Final.
- Repe-chage. The top 4 drivers from the result of the C Final will race again off the back of the B Final. The top 2 drivers from the result of the B Final will race again off the back of the A Final.
- Drivers will be given a maximum of 3 laps warm up prior to the A Final.

## 10. CHANGING KARTS

- A maximum of 1 kart change is permitted during the 4 minute practice session prior to Heat 1.
- A maximum of 1 kart change is permitted during the formation laps prior to Heats 2 and 3.
- A maximum of 1 kart change is permitted during the three practice laps prior to the A- Final.
- During the Heats and the Finals, drivers are not permitted to change their kart once they have passed the chequered flag signalling the end of practice. Drivers attempting to change their kart after passing the chequered flag will be sent back out on circuit and will start from the back of the grid.
- A driver will be permitted to change his/her kart for a second time in any given race only in the event of a serious problem, such as **complete** brake failure, **complete** engine failure or **complete** ignition failure. If the kart in question is subsequently deemed fit to race by an official kart tester, the driver will be classified as DNS (did not start) and receive points for last place.

## 11. CHAMPIONSHIP POINTS

- a. Championship points will be awarded in the Finals as follows:

### A Final

Position	Points
1 <sup>st</sup>	130
2 <sup>nd</sup>	128
3 <sup>rd</sup>	127
4 <sup>th</sup>	126
5 <sup>th</sup>	125
6 <sup>th</sup>	124
7 <sup>th</sup>	123
8 <sup>th</sup>	122
9 <sup>th</sup>	121
10 <sup>th</sup>	120

Position	Points
11 <sup>th</sup>	119
12 <sup>th</sup>	118
13 <sup>th</sup>	117
14 <sup>th</sup>	116
15 <sup>th</sup>	115
16 <sup>th</sup>	114
17 <sup>th</sup>	113
18 <sup>th</sup>	112
19 <sup>th</sup>	111
20 <sup>th</sup>	110

Position	Points
21 <sup>st</sup>	109
22 <sup>nd</sup>	108
23 <sup>rd</sup>	107
24 <sup>th</sup>	106
25 <sup>th</sup>	105
26 <sup>th</sup>	104

**DNF** (did not finish): Points for last. See rule 13p. **DNS** (did not start) Points for last minus 1 position.

### B Final

Position	Points
1 <sup>st</sup>	-
2 <sup>nd</sup>	-
3 <sup>rd</sup>	103
4 <sup>th</sup>	102
5 <sup>th</sup>	101
6 <sup>th</sup>	100
7 <sup>th</sup>	99
8 <sup>th</sup>	98
9 <sup>th</sup>	97
10 <sup>th</sup>	96

Position	Points
11 <sup>th</sup>	95
12 <sup>th</sup>	94
13 <sup>th</sup>	93
14 <sup>th</sup>	92
15 <sup>th</sup>	91
16 <sup>th</sup>	90
17 <sup>th</sup>	89
18 <sup>th</sup>	88
19 <sup>th</sup>	87
20 <sup>th</sup>	86

Position	Points
21 <sup>st</sup>	85
22 <sup>nd</sup>	84
23 <sup>rd</sup>	83
24 <sup>th</sup>	82
25 <sup>th</sup>	81
26 <sup>th</sup>	80

**DNF** (did not finish): Points for last. See rule 13p. **DNS** (did not start) Points for last minus 1 position.

### C Final

Position	Points
1 <sup>st</sup>	-
2 <sup>nd</sup>	-
3 <sup>rd</sup>	-
4 <sup>th</sup>	-
5 <sup>th</sup>	79
6 <sup>th</sup>	78
7 <sup>th</sup>	77
8 <sup>th</sup>	76
9 <sup>th</sup>	75
10 <sup>th</sup>	74

Position	Points
11 <sup>th</sup>	73
12 <sup>th</sup>	72
13 <sup>th</sup>	71
14 <sup>th</sup>	70
15 <sup>th</sup>	69
16 <sup>th</sup>	68
17 <sup>th</sup>	67
18 <sup>th</sup>	66
19 <sup>th</sup>	65
20 <sup>th</sup>	64

Position	Points
21 <sup>st</sup>	63
22 <sup>nd</sup>	62
23 <sup>rd</sup>	61
24 <sup>th</sup>	60
25 <sup>th</sup>	59
26 <sup>th</sup>	58

**DNF** (did not finish): Points for last. See rule 13p. **DNS** (did not start) Points for last minus 1 position.

- b. Each driver's best 24 results from the 33 available heats will count towards the championship.
- c. Each driver's best 8 results from the 11 available finals will count towards the championship.

- d. In the event of a tie on points between drivers at the end of the season, the higher position will be awarded to the driver with the most 1st places. If the drivers 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 driver's best 24 heats and 8 finals results, the driver with the higher race position in the first round in which either driver competed will be awarded the higher position.
  
- f. Should it be necessary to cancel any round(s) for reasons beyond control, the organisers reserve the right to amend championship scores to count as follows –
  - 10 Rounds = 8 to count
  - 9 Rounds = 7 to count
  - 8 Rounds = 6 to count. And so on.
- g. Should it be necessary for any championship round to be cancelled for whatever reason prior to the start of the event, the organisers will endeavour to allocate an alternative date and/or venue. Any substituted round will count towards the championship.
- h. Should it be necessary to abandon an event for any reason, such as adverse weather conditions, the results will be taken to the last race that resulted in equal races being run and championship points will be awarded accordingly. In this case, partial refund or an alternative date to complete the meeting will not be offered.
  
- i. **AWARDS**

Trophies will be presented to the top 3 drivers in LW Class 1, LW Class 2, LW Class 3, HW Class 1, HW Class 2, HW Class 3, SHW, B & C final winners from each weight category.

Note: SHW drivers are only eligible for SHW trophies regardless of a drivers overall finishing position.

## 12. PROMOTION / DEMOTION

At the end of the championship season:

- a. The top 6 drivers from class 2 will be promoted to Class 1, at the discretion of the organisers.
- b. Demotions from Classes are at the discretion of the organisers.
- c. The top 6 drivers from class 3 will be promoted to class 2, at the discretion of the organisers.
- d. Class 3 drivers may also move up to class 2 if they have qualified for 2 or more B Finals. This is also at the discretion of the organisers.

## 13. RACE PROCEDURE

- a. Karts are randomly allocated. Drivers may not choose their own karts.
- b. Prior to each race, drivers should make the following checks (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.

- c. **Club100** karts are hand built; therefore each and every kart will be different. Drivers should explore the handling capabilities of their kart during practice and/or rolling-up laps.
- d. Grid formation will be 2 by 2. During rolling-up laps, drivers should stay to the outside of the track and leave gaps to allow other drivers to take up their allocated grid positions. Once all karts are on track, the front row should establish a steady and even speed behind the pace kart.
- e. Drivers who spin during rolling-up laps **must start from the back of the grid**. Failure to do so will result in a penalty.
- f. Drivers who fail to use circuit cut-through(s) as directed during rolling-up laps will risk the race being started regardless of their position on circuit leading up to the race start.
- g. Drivers weaving excessively during rolling-up laps will receive a penalty (see rule 17).
- h. 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.
- i. 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.
- j. The driver in pole position will control the pace as the pack approaches the start line, maintaining a steady and even speed towards the start line.
- k. No driver may overtake the pole-man before the start line.
- l. Drivers may not move across the track until they have crossed the start line.
- m. After the race, drivers who feel that their kart has developed a problem must return it to the designated 'kart retirement' bay and report the fault to a member of staff in the pit lane. If a kart is placed back in line for the next race, then it is deemed fit for use in the next race.
- n. During the heats and finals, drivers suffering the following circumstances will receive points for their position on the score sheet on the lap prior to the failure: engine seizure, complete ignition unit failure, carburettor throttle failure, throttle cable failure, **battery failure** or complete brake failure (unless sustained by driver error). If the failure occurs on the first lap, then the driver's starting position will be used to determine the number of points scored. No points will be awarded until the problem is verified by a member of staff.
- o. Any damage or mechanical failure other than those listed in rule 13n will be regarded as *force majeure* and points will be awarded based on the driver's finishing position.
- p. Non-finishers will be awarded points for finishing last. If more than one driver fails to finish, then points will be awarded based on the number of laps completed (i.e. the driver completing fewest laps will be awarded points for last, etc.). If two drivers retire on the same lap, the points will be awarded based on the relative positions at the end of the lap prior to their retirements.
- q. Drivers must use the FULL circuit after passing the chequered flag unless directed otherwise by a **Club100** official.
- r. Race starts will be false-started if any drivers fail to allow racing room resulting in an 'untidy' and 'unfair' start. Only one false start per race will be applied. The race will continue on the second start regardless, except on the grounds of safety. Up to two minutes will be deducted from the race time if a race is false started.

**Note:** Drivers will be notified at each round in the driver's briefing where a false start will be called.

eg – A false start call may include an untidy start on turns 1, 2 and 3, depending on the venue. The clerks will use their discretion on calling a false start.

**s. SPINNING OUT**

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 15.

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 15.

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 15

#### 14. **FLAGS**

Drivers must observe the following flags whilst on the circuit:

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 20
Yellow	Obstacle ahead. Raise hand and slow down. No overtaking allowed until the obstacle has been passed. See rule 0.
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	Driver excluded. Return to pits.
Black with orange circle	Mechanical failure. Return to pits.
Blue	Driver about to be lapped. Give way to competitors.
Chequered	End of race. Return to pits

#### 15. **YELLOW FLAGS**

- a. **DRIVERS ARE EXPECTED TO ACKNOWLEDGE THE YELLOW FLAG BY RAISING THEIR HAND. THIS HELPS TO PROTECT DRIVERS AND MARSHALS IN THE VICINITY OF YELLOW-FLAG INCIDENTS.**
- b. 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. **GENERAL**

- a. Suits, helmets and gloves must be worn correctly in the kart at all times. Drivers failing to comply will be black-flagged.



- b. **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/her exclusion from the event, their next race or the whole series at the discretion of **Club100** officials.
- c. Competitors are responsible for the behaviour of their supporters, family and friends.
- d. Competitors are reminded that any use of foul language or threatening behaviour, either towards **Club100** staff or other competitors may be subjected to an exclusion from the event.
- e. **Club100** Racing Ltd is covered by Motorsport UK and their own public liability insurance.
- f. **Club100** technicians will set tyre pressures on the day. Drivers are not allowed to alter or check tyre pressures. Staff will check pressures if requested.
- g. All drivers must use a clear or yellow visor in dusk and dark conditions.
- h. **Club100** reserves the right to apply any penalty or ban seen fit for offences or actions that are not within the spirit of the club.
- i. 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.  
  
Drivers will be black flagged for any cameras that come loose and are only attached with the tether.
- j. Pit to Kart radio communication is not permitted

## 17 PENALTIES

The following penalties will be applied by the Clerk of the Course, his deputy or his assistants.

- a. **Gaining a single place advantage as a result of contact with another kart:**  
Four position deduction.  
**2<sup>nd</sup> offence in race**  
Exclusion at the end of the race (0 Points for heats. Points for last minus 1 position for finals) for the race in which the offence was committed.
- b. **Contact driving by forcing another driver to run wide and compromising the offended driver's position:**  
Four position deduction.
- c. **Gaining an advantage by contact which results in and is responsible for a driver(s) coming to a halt:**  
Six position deduction\*  
**2<sup>nd</sup> offence in race**  
Black flag.
- d. **Knocking over a cone:**  
One position deduction.
- e. **Overtaking under a yellow flag (note rule 15b):**  
Four position deduction for each place gained.

- f. **Losing control and spinning under a yellow flag:**  
Four position deduction
- g. **Excessive kerbing. After two warnings:**  
Two position deduction.
- h. **Deliberate use of contact. After two warnings:**  
Two position deduction.
- i. **Speeding under yellow flags:**  
Two position deduction.
- j. **Deliberately forcing another driver off the circuit:**  
Black Flag (0 Points for heats. Points for last minus 1 position for finals) for the race in which the offence was committed
- k. **Omitting any part of the circuit:**  
One lap deduction.
- l. **Deliberately blocking other drivers from overtaking, i.e. changing direction more than once on any one straight:**  
Exclusion at the end of the race (0 Points for heats. Points for last minus 1 position for finals) for the race in which the offence was committed.
- m. **Abandoning a kart on circuit:**  
Exclusion at the end of the race (0 Points for heats. Points for last minus 1 position for finals) for the race in which the offence was committed.
- n. **Allowing kart to roll back across circuit and causing an incident after a spin:**  
Exclusion at the end of the race (0 Points for heats. Points for last minus 1 position for finals).
- o. **Excessive weaving during rolling-up laps:**  
Two position deduction.
- p. **Deliberately jumping the start:**  
Two position deduction for each place gained.
- q. **Deliberately making contact with another driver after the chequered flag:**  
Exclusion at the end of the race (0 Points for heats. Points for last minus 1 position for finals).

Note - Retaliation of any type: Black Flag (0 points) for the race in which the offence was committed and subject to a BAN from their next heat or final.

- r. **Grid loading and or loading into turn 1 at the start of the race.**  
4 position deduction
- s. **Re-joining a session or race from a stationary position and causing an incident, or compromising another drivers position.**  
Exclusion at the end of the race (0 Points for heats. Points for last minus 1 position for finals).
- t. **Exceeding track limits.**  
After two warnings – Two position deduction.
- u. **Failure to follow instructions in rule 14c**  
Event exclusion (0 points for the day and no further races permitted)
- v. **Club100 reserves the right to adjust penalty values at any time during the season.**
- w. **Underweight.**  
Exclusion at the end of the race (0 Points for heats. Points for last minus 1 position for finals).
- x. **Pinching the fuel pipe during formation lap(s)**  
  
Two position deduction

## 18. APPLICATION OF PENALTIES

- a. Where an offence punishable by position deduction is committed during the heats, the penalty will take the form of a position deduction in the classified finishing positions.
- b. Where an offence punishable by position deduction is committed during a final, the penalty will take the form of a position deduction in the classified finishing positions.
- c. An exclusion penalty in the heats and finals means the offending driver will score zero points in the heats and points for last minus 1 position in the finals.
- a. A Black flag penalty in the heats and finals means the offending driver will score zero points in the heats and points for last minus 1 position in the finals, with no right of appeal.
- b. Penalties shall be applied in reverse order according to the result. i.e last placed driver has his/her penalty applied first etc. This is in line with Motorsport UK regulations.

## 19. APPEALS

- a. A driver is permitted a maximum of 2 appeals during the season
- b. All appeals must be lodged with a **Club100** official in the pit lane at the earliest opportunity and no later than the start of the next race on the schedule.

- c. Video evidence will not be accepted.
- d. Spectators may not be used as witnesses.
- e. Evidence from drivers may be heard at the request of the driver and/or the Clerk of the Course, his deputies and/or assistants.
- f. If a driver's appeal is upheld, he/she will be awarded back their appeal for future races.
- g. There is no right of appeal for any black flag offences.
- h. There is no right of appeal in any race heat
- i. Appeals are only accepted in the race finals

## 20. RED FLAG PROCEDURE

- a. In the event of a red flag, all drivers must slow to rolling-up pace and stop where directed by the marshals.
- b. A result will be taken from the positions at the end of the previous full lap completed by the leader.
- c. If the result covers less than one quarter of the original full race distance, the race will be restarted using the original grid positions. Where one-quarter distance is less than 2 laps then 2 laps will be used as the cut-off point.
- d. If the result covers between one quarter and three quarters of the original full race distance, the race will be restarted in single file with the starting order determined by the result of the first part of the race. The final race result will be taken from the result of the restarted race only, the first part of the race being used purely to determine the starting order for the restart.
- e. If the result covers more than three quarters of the original full race distance, then the result will be declared final.
- f. If the race is restarted, the race time or number of laps will be determined by **Club100** officials.
- g. No driver may change his/her kart during a red-flag stoppage.
- h. No replacement karts will be given to any driver during a red-flag stoppage under any circumstances.
- i. No work may be carried out on the kart during a red-flag stoppage. This includes adding fuel.
- j. Any penalty received in any part of the race will be applied to the final result.
- k. Any driver injured in the red-flag incident must be cleared by the paramedics prior to taking the restart and their kart must be checked and declared race-worthy by the chief mechanic. The driver must start from the back of the grid.
- l. In the event of the fastest lap being used in a tie-break (e.g. for calculating final grids), the fastest lap will be taken from the second part of the race only.

## 21. MOTORSPORT UK YEAR BOOK 2021

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 2021 where possible.