

# GLOBAL KARTING LEAGUE

## Global Karting League: UK (GKL:UK)

### Rules and Sporting Regulations

Level: National

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These regulations cover Global Karting League:UK (hereafter referred to as GKL:UK) events and race meetings whether part of a Championship or a stand-alone event.

These regulations are subject to change at any time under the sole discretion of GKL:UK. Any amendments will be effective immediately unless otherwise stated and will be communicated to the relevant championship registered drivers in a timely manner where possible and appropriate.

GKL:UK National race events run under a Motorsport UK (hereafter referred to as MSUK) Certificate of Exemption Permit. All participating drivers must hold an RS Clubman License as a minimum.

GKL:UK Rookie events and National Practice days are not held under MSUK permit.

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## 1. JURISDICTION AND GENERAL MATTERS

- 1.1. GKL:UK Championships, Race Meetings and Events are organised and administered by GKL:UK.
- 1.2. It is the responsibility of the competitors and their parent(s)/legal guardian(s) to ensure that they have received and thoroughly reviewed the GKL:UK Terms and Conditions, Rules and Sporting Regulations, Final Instructions and any Supplementary Regulations for a race meeting/event as well as any other relevant publications.
- 1.3. All competitors under the age of 18 at a GKL:UK event must be accompanied by a parent or legal guardian who must sign on the Indemnity Form provided by GKL:UK on their behalf. That parent or legal guardian must remain at the venue for the duration of the event without exception.
- 1.4. All competitors and the parent or legal guardian signing on their behalf must carefully read and fully understand the wording present on the Indemnity Form.
- 1.5. By signing the Indemnity Form, the parent/legal guardian is indicating beyond any doubt that they and the competitor for whom they are responsible accept and acknowledge that motorsport can be dangerous and there are risks involved in the participation of GKL:UK events.
- 1.6. The MSUK permit provides personal accident insurance for National race days however no cover is provided for practice days. For this reason GKL:UK strongly advise all participants to supplement this with their own personal accident insurance.
- 1.7. No expressed or implied warranty of safety shall result from publication of, or compliance with GKL:UK Rules and Regulations, and are in no way a guarantee of warranty against death or injury to participants, parents/legal guardians, spectators or others. By entering GKL:UK events and signing on before participation, the competitors and their parent/legal guardian recognise that kart racing, along with all forms of motorsport can be dangerous.
- 1.8. If the legal guardian or parent of the competitor is not present, then a signed letter from the parent/legal guardian assigning responsibility to another person is acceptable. The assigned person must be over the age of 18 and be able to produce a suitable photographic proof of identity (such as a driving license) when signing on.

## **2. GKL:UK CHAMPIONSHIP REGISTRATION AND MEMBERSHIP**

- 2.1. Drivers must be registered, where applicable, in order to compete in the relevant GKL:UK championship or event.
- 2.2. Drivers competing in multiple GKL:UK championships must submit registration for each championship they will be participating in.
- 2.3. For a competitor's points to be counted towards their championship standings they must hold a valid GKL:UK membership and any relevant membership fees must have been paid in full unless other arrangements are authorised by GKL:UK management.
- 2.4. Once paid, GKL:UK memberships are not refundable under any circumstance.
- 2.5. GKL:UK members are entitled to select their desired race number. Race numbers are allocated on a first come first serve basis. Once a number has been selected, it will not be available to any other competitor for the remainder of that championship regardless of if the driver who selected it is in attendance or not. Numbers 0 to 5 are only able to be used by drivers as follows: 0 (00 for Cadet Light and Junior Light) by means of winning the 0 Plate event and 1 to 5 (01-05 for Junior Light) by finishing in the corresponding overall position in the previous year's National Championship. Non-members will be allocated a number at random from the GKL:UK reserve pool of numbers from 87-99 for Bambino, 85-99 for Cadet/Cadet Light and 80 to 99 for Junior/Junior Light. So these numbers are also not available to be claimed when registering as a member.
- 2.6. GKL:UK reserve the right to refuse or revoke membership or championship registration for any reason that they see fit.
- 2.7. GKL:UK Membership fees are available for payment via the website when championship bookings open.
- 2.8. Championship dates will be announced on the GKL:UK website prior to the first championship event. However, where dates and venues are still unconfirmed this will be made clear on the website.
- 2.9. While GKL:UK make every effort to confirm and publish event venues and dates in a reasonable timeframe, there may be instances where these need to be changed.
- 2.10. In the event of a published date, venue or timings being changed, GKL:UK cannot be held liable for any costs or losses incurred by competitors relating to their entry.
- 2.11. If any GKL:UK event is cancelled for any reason GKL:UK cannot be held liable for any costs or losses incurred by competitors relating to their entry.

### 3. 2024 GKL NATIONAL EVENT CALENDAR

#### 3.1. National 0 Plate

3.1.1. The GKL:UK 2024 National 0 Plate will be contested at a stand-alone event and will consist of 1x Practice, 1x Timed Qualifying, 1x Pre-Final and 1x Final for each competitor.

3.1.2. The top three finishers in each category will receive a trophy with the winner also earning the exclusive right to run the number 0(00 for Cadet Light and Junior Light) on their kart for all following 2024 events. This right is then relinquished to the winner of the next National 0 Plate event.

#### 3.2. National Championship

3.2.1. The GKL:UK National Championship will be contested over 9 rounds as shown below, with each round consisting of 1x Practice, 1x Timed Qualifying, 1x Pre-Final and 1x Final for each competitor.

2024 National Race Events		
Round	Date	Venue
0 Plate	Sunday February 4th	Whilton Mill
Round 1	Sunday March 10th	Shenington
Round 2	Sunday April 14th	Hooton Park
Round 3	Sunday May 5th	Clay Pigeon
Round 4	Sunday June 23rd	Rye House
Round 5	Sunday July 14th	Hooton Park
Round 6	Sunday August 4th	Shenington
Round 7	Sunday September 15th	GYG
Round 8	Sunday October 6th	Fulbeck
Round 9	Sunday November 17th	Buckmore Park

#### **4. EVENT ENTRIES**

- 4.1. The entry fee will be available to pay on the GKL:UK events section on Alpha Timing when bookings open.
- 4.2. There are a finite number of places available in each category at each event.
- 4.3. Event entry is on a first come first service basis. Entries are only confirmed when they are accompanied by payment in full.
- 4.4. Entries should be using the entry system advised by the GKL:UK sales team at the time.
- 4.5. Entries for an event will close at 23:00 (11pm) on the Sunday preceding the event weekend.
- 4.6. If all available event places are taken for a particular category, reserve drivers will be listed in the order that their entry application was received.
- 4.7. Reserve drivers will not be charged an entry fee unless a place becomes available for them.
- 4.8. Any reserve drivers who are subsequently offered a place will need to make payment in full to secure it. Failure to pay the entry fee within a given period will result in the place being offered to the next reserve driver on the list.
- 4.9. GKL:UK reserves the right to refuse an entry application from any driver who owes money to GKL:UK or any other companies associated with GKL:UK.
- 4.10. GKL:UK reserve the right to refuse or accept an entry application made after the cut off point for any reason that they see fit.
- 4.11. A driver's entry may be publicly viewable before, during and after the event as well as in any championship tables.

#### **5. CANCELLATIONS OF ENTRY**

- 5.1. The following terms are applicable to all entries and are non-negotiable
  - 5.1.1. Notification of cancellation will only be accepted via email to [info@globalkartingleague.com](mailto:info@globalkartingleague.com)
  - 5.1.2. Full refunds or the option to transfer the full entry fee to a future event will only be offered to cancellation requests received as above before 16:00 (4pm) on the Sunday two weeks prior to the event.
  - 5.1.3. Any cancellation request received after this date but before 16:00 (4pm) on the Sunday prior to the event will be offered a 50% refund or 50% transfer to a future event.
  - 5.1.4. All values of cancellation transfer amounts offered must be redeemed towards a GKL:UK event within 6 months of the event that the cancellation was made.
  - 5.1.5. Cancellations received after 16:00 (4pm) on the Sunday prior to the event will not be eligible for any form of refund or transfer.
  - 5.1.6. Drivers who fail to attend an event will not be eligible for any refund or transfer unless deemed to be under exceptional circumstances by GKL:UK management.

## 6. NATIONAL CLASS CATEGORIES

6.1. The 2024 class categories will be as follows:

National Race Events			
Category	Age Range	Minimum driver weight without ballast (kg)	Minimum driver weight with ballast (kg)
Bambino	6 years to end of year of 9 <sup>th</sup> birthday	21	27
Cadet Light	Start of year of 8 <sup>th</sup> birthday to end of year of 13 <sup>th</sup> birthday	27	35
Cadet	Start of year of 8 <sup>th</sup> birthday to end of year of 13 <sup>th</sup> birthday	37	45
Junior Light	Start of year of 13 <sup>th</sup> birthday to end of year of 17 <sup>th</sup> birthday	42	60
Junior	Start of year of 13 <sup>th</sup> birthday to end of year of 17 <sup>th</sup> birthday	60	78

- 6.2. For events where gen 1.6 junior karts are required to be used in place of the new gen 2 junior karts it will not be possible to apply more than 8kg of lead ballast. In the event of any such occurrence the Junior Light class will have a ballasted weight of 50kg and the Juniors 68kg.
- 6.3. GKL:UK reserves the right to allow dispensation to a driver for the class in which they are racing where merited by their ability both with GKL and externally so long as the dispensation made aligns with MSUK regulations.
- 6.4. Category weight is regarded as the driver, their racewear and PPE as used in the race or session combined. This includes but is not limited to; race suit, helmet, boots and gloves, all of which should be in the issued condition.
- 6.5. If any driver moves from one category to another during the championship, their points are not transferable to the new category.
- 6.6. The carrying of ballast on the driver's person while participating in any on-track activity is prohibited and will result in disqualification from any session where it is found to be present.
- 6.7. Where possible, Cadet and Cadet Light and, Junior and Junior Light drivers will be split into separate groups. However, if booking numbers do not allow for this, Junior Light and Junior/Cadet Light and Cadet (age groups will not be mixed) drivers will run together in a mixed grid and then upon qualifying, the class with the majority of drivers will fill the A Pre-Final and Final with the remaining drivers and minority class racing in the B Pre-Final and Final. The leading driver in the majority class will receive the overall finishing position of the that of the last placed driver in the A final +1 for their respective class and the first finishing driver of the minority class will receive that of 1<sup>st</sup> place for their class.

## 7. 2024 GKL:UK NATIONAL CHAMPIONSHIP SCORING

- 7.1. All drivers racing on a championship weekend will be awarded with championship points for their finishing position. However, only the points of Member Drivers will count towards the championship table.
- 7.2. Where a non-member driver finishes a point scoring session ahead of a member driver, the points for the non-member driver's finishing position become unavailable for member drivers. For example, a non-member driver finishing in 2<sup>nd</sup> would not have their points awarded to the member driver finishing in 3<sup>rd</sup>.
- 7.3. If a non-member registers to be a member after completing any number of rounds, their backdated points will be added to and counted towards the championship table.
- 7.4. In the 2024 GKL:UK National Championship, 7 of the 9 rounds will count towards a driver's championship total with their two lowest rounds or two zero scoring rounds being dropped.
- 7.5. All drivers of each category will have the opportunity to participate in 1x Practice, 1x Qualifying, 1x Pre-Final and 1x Final. Championship points will be awarded from a driver's finishing position in the Pre-Final and Final. Points will be awarded as follows:

Pre-Final	
Finishing Position	Championship Points
1st	34 points
2nd	31 points
3rd	29 points
4th	27 points
5 <sup>th</sup> onward	-1 point hereafter

Pre-Final	
Finishing Position	Championship Points
1st	54 points
2nd	51 points
3rd	49 points
4th	47 points
5 <sup>th</sup> onward	-1 point hereafter

- 7.6. Where categories have an A and B grid, drivers in group B will be scored consecutively from the last group. For example, where group A has 15 drivers the driver finishing in 1<sup>st</sup> in the B group will receive the points for 16<sup>th</sup>, 2<sup>nd</sup> for 17<sup>th</sup> and so on.
- 7.7. 3 additional points will be awarded to the driver who sets the fastest lap time in the final for their respective category regardless of which final they are competing in.
- 7.8. If multiple drivers set the same fastest lap for their category, then the bonus points will be awarded to the driver with the second fastest lap time of the two, if this is also identical it will be based on their third fastest lap etc.
- 7.9. Where the track conditions are drastically different across multi grid finals containing drivers of the same category, the bonus points will go to the driver who posts the fastest lap time for their category in each final. This only applies where deemed appropriate by the event management and will not be applied on request.



- 7.10. If the driver who has set the fastest time for their category in the finals is disqualified from their final or the event, then the bonus points will be awarded to the driver with the second fastest lap time for that category.
- 7.11. The total championship points awarded per round will therefore be a summation of the points accrued by a driver in the Pre-Final, Final and any bonus points awarded for fastest lap.
- 7.12. The finishing positions for any driver who fails to start a race will be appended after the classified race finishing positions. For clarity, a non-start is judged when the given driver fails to cross the timing line for the first time at the start of the race. In the case that more than one driver fails to start a given race, the appended classification will be ordered as per the order of the starting grid positions.
- 7.13. When more than one driver fails to complete the full race distance their finishing order will be determined by the laps completed with the driver who completes the most laps being placed the highest of the drivers who have failed to complete the full race distance. If more than one driver terminates their race on the same lap the finishing order will be appended to the final result first in line with laps completed as described here and then according to their starting grid position for the race in question.
- 7.14. Any driver disqualified from a session will score zero points for that session.
- 7.15. Any driver disqualified from a race meeting will score zero points for that round.
- 7.16. The final National Championship standings will be determined from a driver's 7 highest scoring rounds with their lowest 2 scoring, or 0 scoring rounds dropped.
- 7.17. Should a result for any championship position be tied after rounds have been dropped then the result will be decided by the number of 1<sup>st</sup> places attained in finals. If still undecided the tie will be resolved on the number of 2<sup>nd</sup> places in the finals, then 3<sup>rd</sup> places and so on until resolved. If this still results in a tied championship position the same method described here will be applied to the pre-final results.
- 7.18. In the case of the races in a Category not being completed for any reason the following will apply:
- 7.18.1. If a meeting is stopped, any points accrued from the Pre-Final or Final will be scored providing that both groups in the given category (where multiple groups are running) have run an equal number of Pre-Finals or Finals. For instance, Cadet Group 1 and Cadet Group 2 both completed both of their Pre-Finals. Points will not be allocated for any Pre-Finals or Finals that did not take place.
- 7.18.2. If a meeting is stopped without both groups in the given category (where multiple groups are running) having run an equal number of Pre-Finals or Finals, then drivers will be awarded points as per their previous session's finishing positions, with weighting as per the scoring system for Pre-Finals and Finals.

## **8. GROUPS AND GRIDS**

- 8.1. No points will be awarded to competitors for Timed Qualifying. The results of these sessions will be used to establish the groups for the Pre-Finals and Finals,

in addition to setting the grid position within these groups for the Pre-Final with the fastest time being on pole position in Group A and so on.

- 8.2. If drivers have a tie on their qualifying times, then it will go to their next best lap times, the driver with the fastest second-best lap time will take the grid position ahead of the other.
- 8.3. Grid positions for the final will be equivalent to a driver's finishing position within their group.
- 8.4. If an even split is not possible Cadet Light and Cadet drivers will share practice and qualifying sessions as will Junior Light and Junior drivers. They will be split into their respective groups at random. After qualifying, the class with most drivers will be gridded into the A Final until it is at capacity with any remaining drivers gridded into the B final. The minority class will also be gridded into the B final although this will not affect their finishing position or points.

## **9. AWARDS**

- 9.1. Trophies will be awarded to the top three finishers of each category in the Finals at each race meeting.
- 9.2. The top three drivers in each category of the GKL:UK National Championship will receive a championship trophy at the end of the campaign.
- 9.3. All race meeting awards will be presented at the venue within one hour of the provisional results being posted. In the event of a provisional result not being posted within one hour of the final race of the event, the awards will be presented at the next meeting following the publication of the final results.
- 9.4. Results will remain provisional until GKL:UK Officials have confirmed them as the final results.
- 9.5. Competitors are obligated to collect their awards personally. If they are unable to do so, arrangements may be made for them to collect any outstanding awards in person at the following meeting. Any unclaimed awards after this period will be forfeited.
- 9.6. In the event of any provisional result or championship table being revised after a provisional presentation, and if such revisions affect the distribution of any awards, the competitors must return any such awards to GKL:UK in good condition within seven days of the request.

## 10. FINAL INSTRUCTIONS AND SUPPLEMENTARY REGULATIONS

- 10.1. The final instructions will be emailed to all drivers entered into the coming race meeting in the week prior to the event. These will include details such as, but not limited to:
- 10.1.1. Venue location
  - 10.1.2. Venue specific rules/instructions
  - 10.1.3. Event format
  - 10.1.4. Event officials
  - 10.1.5. Provisional timings
  - 10.1.6. Any supplementary regulations

## 11. RACEWEAR

- 11.1. At all times whilst on track, drivers must wear appropriate race suits, helmets, boots (that cover the ankle) and suitable gloves. All race clothing should be designed and suitable for competition use, in good condition and dated where appropriate. These will be inspected at the start of the event and drivers whose racewear does not comply will be refused access to the circuit. Any drivers found to be outside of compliance during or after each session will be black flagged and/or disqualified.
- 11.2. All drivers must use a clear or yellow/orange low light visor when driving in conditions that reduce visibility. Smoked and Iridium visors are not permitted to be used in dusk/dark conditions when floodlights are on. The Circuit and Event Manager are permitted to remove drivers from a session should they not comply. It is recommended that all participants bring a fixed or spare clear visor with them to all events.
- 11.3. Helmets must be full face and comply with one or more of the following. If a driver is under the age of 15, they must use one of the helmets highlighted below. Where this is not possible due to the helmet being too small, they may use one of the alternatives listed below, however this must be accompanied by a letter signed by either the driver's doctor or an accredited racewear provider stating that the helmets listed as mandatory for under 15s are not of sufficient size.

Mandatory For Drivers Under The Age Of 15		
SNELL - FIA CMR2007	SNELL - FIA CMR2016	SNELL - FIA CMS2007
SNELL - FIA CMS2016		
Acceptable For Drivers Aged Over 15 Or Drivers With Medical Exemption Letter		
FIA 8860-2010	FIA 8859-2015	FIA 8860-2018
FIA 8860-2018-ABP	SNELL SA2015 (not valid after 31.12.26)	SNELL SA2020
SNELL K2015	SNELL K2020	SNELL - FIA CMR2007
SNELL - FIA CMS2007	SNELL - FIA CMR2016	SNELL - FIA CMS2016

- 11.4. Competitors should note that the expiry dates of crash helmets must be observed.
- 11.5. Race suits must have CIK homologation and be either Level 1 or 2 marked on the collar and be in date.

- 11.6. Whilst not mandatory, the use of a suitable neck brace is strongly encouraged.
- 11.7. It is mandatory for any driver with hair length longer than the top of their neck to tie their hair up securely and secure it within their helmet or race suit. For safety reasons any driver observed on track with loose hair exceeding safe limits will be shown either the black or mechanical flag whereby they must return to the pits immediately.
- 11.8. The wearing of a headscarf under a helmet whilst on track is strictly forbidden. For safety reasons, any driver observed on track with loose clothing or straps that could potentially become entangled with mechanical elements of the karts or the track environment will be shown either the black or mechanical flag whereby they must return to the pits immediately.

## **12. KART DAMAGE FINANCIAL CHARGES**

- 12.1. For National Events held in 2024, drivers will not be responsible for any damage costs to karts. However, where a kart is damaged beyond further use by a driver whilst it is under their control, GKL:UK have no liability to provide a replacement kart or a refund to the driver responsible.

## **13. TECHNICAL REGULATIONS**

- 13.1. Drivers will be allocated to a kart during practice and qualifying sessions by approaching the first available kart of their type in the pit lane. During the Pre-Final or Final, the driver starting on pole position will approach the kart of the relevant type at the front of the queue in the pitlane, the driver starting in second the second and third the third and so on. Once a driver has arrived at their kart, they will then affix their number, transponder, and any required ballast.
- 13.2. Where the kart allocation process described in regulation 13.1 is not possible, drivers will be allocated to their kart by way of a random automated draw kart allocation will not be changed on request. When using this method, karts will be re-allocated using the same procedure after qualifying.
- 13.3. GKL:UK reserves the right to amend the kart allocation procedure at any point within 2024.
- 13.4. No adjustments may be made to karts unless approved and implemented by the GKL:UK Management Team.
- 13.5. GKL:UK regulations covering the fitment of bodywork, bumpers, wheels, chain guards etc mirror those issued by Motorsport UK.
- 13.6. Chassis setup is standard for all competitors and may not be adjusted other than by GKL:UK staff.
- 13.7. Whilst GKL:UK strive try to ensure that all karts are as equal as possible, the kart chassis are hand built and it is therefore inevitable that each kart will be slightly different. Drivers should therefore explore the handling capabilities of their kart during the first lap of each of their sessions on track.
- 13.8. Each Category will use the following tyres:
- E-Bambinos use Le Conte all weather tyres in all weather conditions
  - E-Cadets use Dunlop SL3 slick tyres in all weather conditions

- E-Juniors use Mojo D2 or D5 slick tyres in all weather conditions. The full fleet will be on the same tyre compound, but the compound used may vary from event to event.
- 13.9. A tyre set is allocated to each kart prior to the meeting. In the event of a puncture, the punctured tyre only will be replaced with a like for like or new. Tyre condition will be monitored by GKL:UK, with all karts receiving new tyres when required.
- 13.10. Tyre pressures are set and controlled by GKL:UK
- 13.11. Where required, ballast is to be fitted to karts to achieve minimum Category weight based on driver weight supplied at point of morning Weigh In. A driver's weight may be checked at any point during the Race Meeting. Drivers are required to apply their own ballast to the kart mounted weight posts, GKL:UK will apply any additional seat mouthed ballast that is required after this. The parents of Bambino drivers will be responsible for weight application on their driver's behalf. This may also apply for some Cadet parents but will be decided by GKL:UK Event Management on a case-by-case basis.
- 13.12. Drivers are to leave all fitted ballast on their kart after each session, this will be verified and removed by members of the GKL:UK team. Any drivers found to be carrying less weight on their kart than stated in the morning Seat-Fit session will face judicial proceedings.
- 13.13. Drivers are responsible for fitting their own transponder prior to the start of each session. The parents of Bambino drivers will be responsible for transponder application on their driver's behalf. This may also apply for some Cadet parents but will be decided by GKL:UK Event Management on a case-by-case basis. Where a driver or parent forgets to fit their transponder or fails to secure it appropriately resulting in it falling from its bracket mid-session, it may not be possible for the GKL:UK Timekeeper to verify the drivers lap times or finishing position. This is something that GKL:UK will not accept liability for.
- 13.14. Driver aids are not permitted. These include but are not limited to data loggers, video cameras and driver to pit radio systems. For clarity, the use of such systems may be occasionally permitted on individual karts with GKL:UK permission to support the GKL:UK product development programme and/or content creation for media and marketing purposes. When fitted, any fitted system will not be used in judicial procedures.

#### **14. EVENT FORMAT**

- 14.1. The event format, schedule and provisional timings will be published within the Final Instructions.
- 14.2. Due to the nature of race events, there may be occasions prior to, or during, the event when the format, schedule and timings need to be altered. Any alterations to the format, schedule or timings will be communicated to the drivers by the GKL:UK team.

14.3. However, during the event it is the driver's responsibility to remain aware of the progression of the schedule and make sure they attend the pitlane in good time to take part in their on-track activity. If a driver misses their session, GKL:UK are not liable for any loss of track time.

14.4. In the event of alterations to the format, schedule, and timings on an event, GKL:UK cannot be held liable for any costs or losses incurred by entrants relating to their entry or personal arrangements.

## **15. SIGNING ON**

15.1. All necessary documentation must be presented for checking at Signing On at all Rounds including parent/guardian identity. Driver details will be held on the GKL:UK Database and will be subject to the provisions of the Data Protection Act 2018, and as per the GKL:UK Privacy Policy.

15.2. Failure of any driver and or parent/legal guardian to sign on will result in the driver not being permitted to participate in any part of the event. For clarity, there are no exceptions to this rule.

15.3. Proof of age must be produced on request at signing on, for example a birth certificate.

15.4. Any driver believed to be under the influence of drugs or alcohol will not be permitted to participate in any part of the event and by signing on thereby agree to any tests being implemented.

15.5. Drivers must also be fully prepared for Weigh In during the Signing On procedure, meaning that they must be wearing all of their race wear and be in possession of their helmet.

## **16. DRIVER AND PARENT/LEGAL GUARDIAN BRIEFING**

16.1. There will be a Drivers Briefing at the start of the Race Meeting, the location of which will be shared in the Supplementary Regulations prior to each event. Parents/legal guardians are also required to attend the Drivers Briefing.

16.2. The Drivers Briefing will be conducted by the Event Manager. On occasion, additional information will be provided by other members of the GKL:UK Event Team.

16.3. Attendance to the Drivers Briefing by both the driver and parent/legal guardian is mandatory.

- 16.4. Any driver or relevant parent/legal guardian failing to attend the Drivers Briefing may result in the driver not being permitted to participate in any part of the Race Meeting.

## **17. KART ALLOCATION**

- 17.1. Drivers will be allocated to a kart by way of regulation 13.1 and 13.2.
- 17.2. Drivers may not choose their own karts outside of the procedures listed in 13.1.
- 17.3. Scrutineering of the karts is the responsibility of GKL:UK staff.
- 17.4. Competitors are not permitted to make any changes to the karts. This includes tyre pressures.
- 17.5. Prior to each session on track, drivers should check that they are satisfied with the operation of the pedals and steering system of the kart. If the driver is not satisfied, they must consult with GKL:UK staff immediately to rectify any issue before entering the circuit.

## **18. SEAT FITTING**

- 18.1. Drivers must attend the Seat Fitting session at their allotted time as per the Schedule. The seat fitting process is to ensure safety of all competitors.
- 18.2. Drivers must inform TKZ staff of any required changes during the allocated Seat Fitting session. Please note that changes to the Seat Fit may not be able to be accommodated later in the event.

## **19. PRACTICE**

- 19.1. It is the drivers' responsibility to present themselves to the pitlane in good time and wearing all applicable PPE in order to take part in their Practice session.
- 19.2. Drivers will get into their allocated kart as directed by the GKL:UK staff. To get into the kart, drivers must stand in the seat and drop down into position. To avoid damage, at no point should drivers stand on any other part of the kart. On exiting the kart, drivers should use the reverse of this process, at no point standing on any other part of the kart.
- 19.3. The Practice session duration will be advised by GKL:UK staff prior to entry on to the circuit.

- 19.4. Drivers should use the Practice session to familiarise themselves with their kart and the circuit layout and conditions, including the positions of the marshal posts and digi-flag positions.
- 19.5. Drivers who commit any offences during the Practice session will be subject to the penalties as defined in these Regulations. Any drivers who commit any offences as detailed in these regulations may be subjected to a Black Flag and held in the pitlane for the remainder of Practice.
- 19.6. On exiting the circuit from the Practice session, all drivers must report to Parc Ferme and wait until a GKL:UK official gives them permission to leave. Weighing of drivers and inspection of karts may be required.

## **20. TIMED QUALIFYING (TQ)**

- 20.1. Timed Qualifying (TQ) will occur for all categories, the duration of which will be advised by the GKL:UK staff prior to entry on to the circuit.
- 20.2. It is the drivers' responsibility to present themselves to the pitlane in good time and wearing all applicable PPE in order to take part in their Timed Qualifying session.
- 20.3. All drivers in the TQ session will start their timed laps from the session start and may do as many laps as they wish in the allotted period. All laps during the TQ session will be timed.
- 20.4. Crossing the start line for the first time will constitute the start of the driver's first lap.
- 20.5. On exiting the circuit from the TQ session, all drivers must report to Parc Ferme and wait until a GKL:UK official gives them permission to leave. Weighing of drivers and inspection of karts may be required. Any driver leaving this area without permission may be disqualified from TQ.
- 20.6. If a driver fails to set a qualifying time in TQ, they will be allocated last place on the grid for their Pre-Final.
- 20.7. Drivers who commit any offences during the TQ session will be subject to the penalties as defined in these Regulations.
- 20.8. The grid positions for the Pre-Final will be decided on the results of the TQ session, with the fastest driver taking pole position, the second fastest driver being awarded 2<sup>nd</sup> on the grid, and so on. In case of a tie, the second quickest lap will be taken to resolve the tie and then the third lap etc.
- 20.9. TQ will set the groups for the Pre-Final and Final.



- 20.10. Group sizes for the Pre-Final and Final will be split as evenly as possible given the number of entrants based on TQ. For instance, if 20 drivers enter, the groups will have 10 drivers in each group, with fastest lap taking pole position in Group A, working down to 10<sup>th</sup> position. Then 11th fastest lap will be in pole position in Group B.
- 20.11. Drivers will stay in the groups set by TQ for the Pre-Final and Final.
- 20.12. Where an even 50/50 split cannot be achieved, the largest number of drivers will be placed in group A.
- 20.13. If weather conditions are deemed by GKL:UK to have significantly changed between TQ sessions of the same Category, then the fastest lap time from each group will qualify on pole and 2<sup>nd</sup> on the grid for the Pre-Final, the 2<sup>nd</sup> fastest time will qualify 3<sup>rd</sup> and 4<sup>th</sup>, and so on.

## 21. RACE PROCEEDURE

- 21.1. Each driver will compete in one Pre-Final and one Final.
- 21.2. Finishing positions from each driver's Pre-Final will determine their grid position for their Final following any penalties having been applied.
- 21.3. The anticipated duration of the Pre-Final and the Final will be published in the Final Instructions. However, the duration may be changed at the discretion of the Event Manager or and this change will be notified to drivers before the session starts.
- 21.4. Drivers will be arranged into their grid order as they leave the pit lane / holding area.
- 21.5. Where possible, drivers will have one formation lap, or partial lap where there is a cut-through, and then form up on the grid.
- 21.6. It is the driver's responsibility to maintain this grid position during any formation lap. If a driver loses position due to a spin or accident of their own making, they will have until the the entry to the start finish straight to safely regain their original starting position. Drivers are not permitted to block/defend against those trying to regain their rightful starting position. If the driver is unable to regain their original position then they are to start from the position they arrive to the grid in.
- 21.7. GKL:UK officials are not at liberty to delay the race start for drivers who have spun out on the formation lap.

- 21.8. The formation lap is not to be treated as a race to the grid. Drivers are to keep in mind that they will be on cold tyres when exiting the pit lane and should look to gradually increase speed as they progress around the lap. No more than 75% speed should be achieved during this lap. Drivers are not to overtake competitors starting in a higher grid position than themselves unless in compliance with 22.6.
- 21.9. Weaving to promote tyre warming on a formation lap is prohibited.
- 21.10. Grid formation will be 2 by 2 where safe to do so, and the starting procedure will take the form of a standing start.
- 21.11. It is each driver's responsibility to start in the correct grid position. Competitors may signal to the Start Marshal if other drivers are preventing them from getting into their correct grid position.
- 21.12. Drivers who fail to take their correct position on the grid when instructed may be instructed to start from the last row of the grid.
- 21.13. Race starts will usually be conducted via the gantry start lights. Generally, the red lights will come on and when extinguished the race starts. Any amends to this process will be advised in the Drivers Briefing.
- 21.14. If there are no start lights in operation a designated flag will be used. The flag will be raised above the Starter's head. Lowering of the flag signals the race start.
- 21.15. A Penalty will be issued to any driver who makes a jump start or false start. The Clerk of the Course's decision in this matter is final.
- 21.16. To be classified as a finisher, the kart must cross the start line at the start of the race under their own power.
- 21.17. After the race, drivers who feel that their kart has developed a problem must return it to the designated area within the pitlane and report the fault to the Event/Assistant Event Manager before leaving the pitlane. If a kart is placed back in line for the next race, then it is deemed fit for use in the next race.
- 21.18. During the Pre-Final and Final, drivers suffering a complete or significant power unit failure that is not associated with any incident or fault of the driver will receive points for their position on the timing system on the lap prior to the failure. 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 cause of the problem is verified by a member of TKZ staff.

This regulation will also apply if a charge related issue causes a kart to enter "limp mode" and is subsequently confirmed by the Event Engineer.

21.19. During the Pre-Final, drivers suffering a complete or significant power unit failure that is not associated with any incident or fault of the driver will be allocated a grid position in the Final equal to the position on the timing system on the lap prior to the failure plus 2 positions (i.e. 2 places back)

21.20. In the event of any damage or other mechanical failure caused by the driver, points will be awarded based on the driver's finishing position. 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.

## **22. RED FLAG PROCEDURES DURING A RACE**

22.1. In the event of a Red Flag, all drivers must slow to walking pace and stop as directed by the Marshals. Drivers must ensure they allow adequate space between themselves and other karts around them to prevent collisions occurring when coming to a stop.

22.2. The result will be declared as the order of finishing on the last full lap completed by all karts proceeding under their own power when the red flag was displayed, followed in classification by non-running karts on a roll back of laps basis and order of stopping.

22.3. If the result covers less than three quarters of the original full race distance and if there is enough time within the schedule, the race may be restarted.

22.4. Restarts will be in grid formation from a standing start with the starting order determined by the result of the first part of the race prior to the Red Flag.




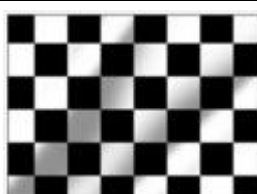

22.5. The final race result will be taken from the result of the restarted race only, the first part of the race being used purely to determine the starting order for the restart.



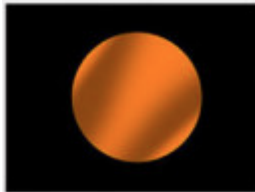




22.6. If the result covers more than three quarters of the original full race distance, or there is not enough time within the schedule to accommodate a restart, then the result will be declared final.

- 22.7. If the race is restarted, the race time or number of laps will be determined by GKL:UK officials.
- 22.8. Any driver whose kart is damaged in the incident that caused the Red Flag and the driver or kart is subsequently deemed unfit to continue, they will not be allowed to take part in the restart of the race.
- 22.9. Drivers involved in the incident that caused the Red Flag incident may only take part in the restart if the kart is undamaged and Event Manager gives permission (subject to any penalties applied by the Clerk of the Course), and then only from the back of the grid. This will only be applicable if there is enough time in the schedule to accommodate this. Safety is of paramount importance, so if the Event Manager is in any doubt as to the fitness of the driver, they will not be allowed to restart.
- 22.10. No work may be carried out on any kart during a Red Flag stoppage.
- 22.11. No replacement karts will be given to any driver during a Red Flag stoppage under any circumstances.
- 22.12. Any penalty received in any part of the race will be applied to the final session result.
- 22.13. Any drop nose cones will be recorded and re-set before the restart and with any follow up actions to take place after the race. Drivers are not allowed to reset their own nose cones.

## 23. FLAG SIGNALS

- 23.1. Competitors must understand the full meaning of all flag signals before the event and always obey them. The flags used at GKL:UK events are listed below.
- 23.2. Flag signals may also be displayed on digital displays or light boxes located at the start line and/or marshal posts.
- 23.3. When the caution, chequered, black or mechanical flags are shown to a driver, he/she must show acknowledgement of the flag by briefly raising a hand if it is safe to do so.

Flag	Message
	Race start when the flag is dropped.
	All clear, shown at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.
	Stationary: Another competitor is following closely behind and may be lapping you. Waved: Another competitor is trying to overtake to lap you, do not defend, block or deviate from your chosen line.
	End of Race, Timed Qualifying or Practice. After passing the chequered flag, observe yellow flag conditions and return slowly without overtaking and in single file to the pits.
	False start. Continue on a formation lap and reform on the grid.

	<p>Stationary: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.</p> <p>Waved: Great danger, slow down considerably. Be prepared to suddenly change from the projected racing line including stopping if necessary. No overtaking.</p>
	<p>Shown with competitor's number.</p> <p>A driving standard warning, shown to the driver that their behaviour is unsporting and that they may be black-flagged on further reports.</p>
	<p>Shown with competitor's number.</p> <p>Notification of apparent mechanical failure which might not be obvious to the driver. The driver concerned must return to the pits immediately for repairs.</p>
	<p>Shown with competitor's number.</p> <p>The driver must return to the pits within one lap of receiving the signal and report to the Clerk of the Course. A penalty of disqualification may be enforced.</p>
	<p>Immediately cease driving at racing speed, reduce to a walking pace, allow sufficient space from other competitors and be ready to stop in a safe manner, obeying all marshal's instructions.</p>
	<p>Slippery surface ahead.</p>
	<p>Known as the Quarter or 'Battenburg' Flag.</p> <p>Immediately slow down and form up behind the leader. No overtaking. The race leading kart must slow down to a steady pace. Continue at a reduced pace, with no overtaking until a green flag is shown at the start finish line. Upon the re-start, drivers may not overtake until they cross the start line.</p>

## **24. GENERAL CONDUCT**

- 24.1. It is expected that all competitors and their support personnel will adhere to the spirit of the regulations - they are not the basis of reading between the lines to find loopholes.
- 24.2. GKL:UK reserves the right to issue an official verbal warning to any competitor where deemed appropriate. Further misconduct by the competitor may result in their exclusion from the event, their next race or the whole Championship at the discretion of GKL:UK Officials.
- 24.3. Competitors are responsible for the behaviour of their supporters, family and friends attending the event. Competitors are reminded that any use of foul language or threatening behaviour, either towards GKL:UK staff or other competitors or families/friends thereof, may result in exclusion from the event without any refund due. Furthermore, they may be asked to leave the venue without return. GKL:UK will consider in its entire discretion whether that person or any person connected with the affected entry may attend any future event.
- 24.4. GKL:UK reserves the right to apply any penalty or ban as they see fit for any offences or actions that are not within the spirit of the Championship. If the driver is able to re-join the track under their own power, they must only do so when it is clear and safe to do so. Any driver re-joining the track and causing a further incident will be heavily penalised (see Matrix below).
- 24.5. If a driver requires assistance on track, they must stay inside their kart and raise their hand for assistance from an official. Drivers should not get out of their kart unless instructed to do so by an official.
- 24.6. Drivers who spin out and subsequently come to a halt off circuit on either grass or a high kerbed area and are unable to re-join the track under their own power must raise their hand and await assistance from an official.

## **25. PENALTIES AND JUDICIAL PROCEDURES**

- 25.1. GKL:UK Race Officials are regarded as judges of fact and will endeavour to make timely decisions. However, there may occasionally be delays where consultation is required.
- 25.2. The Clerk of the Course's interpretation of these Regulations is final and cannot be queried or appealed.

- 25.3. The Clerk of the Course may request the attendance of one or more competitors to a judicial consultation. Following representations from competitors, the Clerk of the Course's decision is final and may not be appealed.
- 25.4. Any issues or disputes regarding judicial matters should be directed to the Clerk of the Course, not the GKL:UK Event Management Team.
- 25.5. Whilst the Clerk of the Course will endeavour to listen to drivers' perspectives at an appropriate time, their decision is final and there is no right to appeal any decisions and subsequent penalties.
- 25.6. The Timekeeper is regarded as a judge of fact for, but not limited to:
- 25.6.1. Compliance with flags
  - 25.6.2. Race starts
  - 25.6.3. Number of laps completed
  - 25.6.4. Race order across the finishing line
- 25.7. The following Penalties as a minimum will be applied by the GKL:UK Race Officials via the Timekeeper:

<b>Infringement/ Description</b>	<b>Penalty</b>
Excessive weaving during formation lap(s)	TQ: n/a RACE: 2 place deduction
Jump start	TQ: n/a RACE: Minimum 3 second penalty
Starting significantly outside of grid position markings	TQ: n/a RACE: 3 second penalty
Exceeding track limits	TQ: Deletion of offending lap RACE: Minimum 5 second penalty after 2 warnings
Omitting any part of the circuit during a qualifying session or race	TQ: Deletion of that specific lap RACE: 1 lap deduction
Allowing a kart to roll back across or onto the track after a spin and thereby causing contact or incident with another kart	TQ: Exclusion. Driver will receive the Black Flag and be placed at the back of the grid for the Pre-Final RACE: Exclusion. Driver will receive the Black Flag and will be allocated zero points



Re-joining a race or session after an incident and thereby causing a further incident with another kart	TQ: Exclusion. Driver will receive the Black Flag and be placed at the back of the grid for the Pre-Final RACE: Exclusion. Driver will receive the Black Flag and will be allocated zero points
Deliberately blocking other drivers from overtaking	TQ: Deletion of fastest lap after 1 warning RACE: 1 place deduction after 1 warning
Changing direction, weaving or excessively squeezing to block progress of an overtake by another driver	TQ: Deletion of fastest lap RACE: Minimum 5 second penalty plus official warning
Deliberate use of contact	TQ: Minimum deletion of fastest lap for each occurrence plus warning flag. Further offences may incur the Black Flag and exclusion RACE: Minimum 2 place deduction for each occurrence plus warning flag. Further offences may incur the Black Flag and exclusion
Gaining an advantage as a result of contact with another kart	TQ: Minimum deletion of fastest lap for each occurrence plus warning flag RACE: Minimum 1 place deduction. If the offending driver slows and gives the place back, a warning will be issued but no penalty will be awarded
Causing a collision	TQ: Deletion of fastest lap for each occurrence plus warning flag. Further offences may incur the Black Flag and exclusion RACE: 2 place deduction for each occurrence plus warning flag. Further offences may incur the Black Flag and exclusion
Drop Nose cone	On the first instance driver will receive an official contact warning. On subsequent instance in one race meeting, the driver will be issued with a 5 second penalty. A drop nose penalty cannot be contested or appealed.
Driving in a manner deemed incompatible with general safety	TQ: Minimum deletion of fastest lap

	RACE: Minimum 2 place deduction plus warning flag. Further offences may incur the Black Flag and exclusion
Deliberately forcing another driver off the circuit	TQ: Exclusion. Driver will receive the Black Flag and placed at the back of the grid for the Pre-Final RACE: Exclusion. Driver will receive the Black Flag and will be allocated zero points
Speeding/racing under Yellow or Quarter Flags	TQ: Deletion of fastest lap for each occurrence RACE: Up to 2 place deduction
Overtaking under Yellow or Quarter Flags	TQ: Deletion of fastest lap for each occurrence RACE: 3 place deduction for each position gained. If the offending driver slows and gives the place(s) back, a warning will be issued but no penalty will be awarded
Losing control and spinning under Yellow or Quarter Flags	TQ: Deletion of fastest lap for each occurrence RACE: Up to 2 place deduction
Excessive use of kerbs/track limits	TQ: TQ: Deletion of fastest lap for each occurrence RACE: Up to 2 place deduction after 2 warnings
Abandoning a kart on circuit without permission by a TKZ official	TQ: Exclusion. Driver will receive the Black Flag and be placed at the back of the grid for the Pre-Final RACE: Exclusion. Driver will be allocated zero points
Deliberately making contact with another driver after the session has finished	TQ: Exclusion. Driver will receive the Black Flag and be placed at the back of the grid for the Pre-Final RACE: Exclusion. Driver will be allocated zero points
Abusive language, behaviour or assault	Driver disqualified from the event. Drivers will be allocated zero points for the event. Further penalties may be applied including expulsion from the Championship

Being found to be under weight for Category.	Disqualification from session.
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- 25.8. GKL:UK reserves the right to alter or amend these penalty values at any point during the Championship.
- 25.9. GKL:UK is a Motorsport UK registered club. By registering for the GKL:UK Championship, all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code as follows:
- 25.10. A socially minded standard of behaviour is expected from everyone within the motorsport community. By participating in a GKL:UK event, in any capacity, you agree to follow the values of the Motorsport UK Race with Respect Code:
- 25.10.1. **Respect**
  - 25.10.2. **Fair play**
  - 25.10.3. **Integrity**
  - 25.10.4. **Good manners**
  - 25.10.5. **Self-control**
- 25.11. You pledge to #RaceWithRespect and:
- 25.11.1. Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
  - 25.11.2. Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
  - 25.11.3. Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
  - 25.11.4. Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
  - 25.11.5. Respect the rules, regulations and authority of the GKL:UK officials
  - 25.11.6. Any breach of these obligations may result in disciplinary action.
  - 25.11.7. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions.

25.11.8. It is imperative that we promote the safety and wellbeing of young people and adults at risk.

25.11.9. In addition to this, all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the GKL:UK MSUK Safeguarding Officer as soon as possible.