

1: Driving Standards and Signals

a) The following regulations listed in the Motorsport UK Yearbook also apply to kart racing:

Q12.21 A kart alone on the track may use the full width of the track. However, as soon as it is caught by a kart which is about to lap it the driver must allow the faster driver past at the first possible opportunity. Flag marshals will display waved blue flags to indicate that the faster driver wants to overtake. Any driver who appears to ignore the blue flags will be reported to the Clerk of Course. (Note: it is recognised by SKRC that in karting, novices or other kart drivers being lapped are advised to stick to their line, and avoid sudden changes of direction).

Q.12.21.1 Overtaking, according to the circumstances, may be carried out either on the right or on the left. In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one karts width between his own kart and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other driver such as more than one change of direction to defend a position, deliberate crowding of a kart towards the edge of the track or any other abnormal change of direction, are strictly prohibited, etc. Also see Q.14.5

U12.5.3: Any driver leaving the track more than twice, for whatever the reason, may be excluded from the race (Q12.21.2 applies). *The white lines defining the track edges are considered to be part of the track. A driver will be judged to have left the track if any wheel of the kart goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb.*

b) Drivers are to be reminded that the flag signals are as detailed in the Motorsport UK Yearbook. Flags or boards (both may be digital) as per Q.15.1 are the only means of communication between the officials and the drivers whilst on the track and therefore it is essential that they are understood and obeyed. Drivers are reminded that if they receive a black flag they must report to the Clerk of the Course.

2: The investigation of an incident – for Drivers information

a) When a driving or technical offence is reported and examined* by the Clerk of Course, if any points penalty is applied to a driver then that will be done to the master record at the Motorsport UK later. Penalty points are only applied in certain circumstances, usually only for abuse. The Clerk or Steward will apply a penalty in line with the Clerks Decision Notification – see Summary of Mandatory Penalties in this programme. Clerks of the Course and Stewards must follow the Mandatory Penalty Table. Persistent offenders may receive a warning letter from Motorsport UK and may be referred to the Disciplinary Officer.

b) C2.3.2: *A competitor . . . who is deemed to have gained an unfair advantage or has disadvantaged another competitor by the manner of his driving will be penalised by a Position Penalty of 5 seconds, or 1 lap, in the results etc. Also note C.2.3.4: Front fairing not affixed precisely in accordance with U17.5.5 – 5 second automatic penalty*

c) If you do not agree with the decision of the C of C you may then have a right of appeal to the Stewards of the meeting, this must be done within a specific time, in writing and accompanied by the appropriate fee. There is no ability to appeal a Clerk of the Course decision nor penalty for Timed Qualifying or Heats nor for appealing a Stewards Decision nor penalty following Appeal against a decision from the Final, see U21.1 for normal events.

d) Whether or not the C of C takes action you, the driver or entrant, have the right to Protest another competitor. The C of C will usually only take action if he has a report from an official of the meeting. The absence of such a report does not prevent action being taken (under C.5.1.1) but it is unlikely he will proceed only on the grounds of a complaint from a driver unless it takes the form of a protest. If a driver wishes to take an incident further the only route that he/she may take is to make a Protest by way of an official Protest form. The form will be available from the C of C or Competition Secretary. This protest must be complete with the protest fee within the specified time limits.

e) Drivers should be aware that should any of their team, family or other associated persons contravene the regulations, then it is the driver or entrant who will be penalised. Other sanctions may apply through Race 'n' Respect – The Racing Code.

f) Time limits as specified in C.5 and C.6 are appropriate if you wish to query a result, make a protest or appeal a decision. Drivers should be aware that results become final 30 minutes after posting, even if they are found to be incorrect.

g) In championship events drivers should be familiar with the severity of C.3.5 penalties for technical infringements. Check your Championship regulations!

**If the Interclub or National status event is in operation then instead of appearing before the Clerk, you will appear before the Stewards, see U21.2*