



**RULES AND REGULATIONS
TERMS AND CONDITIONS**

2010

EUROPEAN PRO-KART ENDURANCE CHAMPIONSHIP

Rules and Regulations

Terms and Conditions

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ENDURANCE CHAMPIONSHIP REGULATIONS

CR 1 Title and Jurisdiction

The title is set out in SRR 1 of the Specific Race Regulations and is held in accordance with these Championship Regulations, the Race Regulations, the Specific Race Regulations and the Technical Regulations, as may be modified and notified to the teams.

CR 2 Championship Officials

Are those noted in the SRR 16.

CR 3 Competitor/team Eligibility

Must be Registered for the Championship and eligible under "Race Regulations".

CR 4 Registration

Details of Registration are in SRR's Acceptance of Registration by the organisers is deemed to be acceptance of and agreement to the Regulations by the competitor.

CR 5 Championship Content

Details are in SRR's CR 6 *Championship Points Scoring* Details are in SRR's

CR 7 Awards

Details are in SRR's

CR 8 Team Names

Team names may be company names or otherwise but must not be considered by the race Director as offensive or rude.

CR 9 Championship Race Numbers

Race Numbers will be allocated by the organisers. Numbers 0 and 1 to 9 may be allocated to the "O" plate winner and the top nine of the previous year's Championship. Competitors may not be able to have the number of their choice. Priority will be given in order of receipt of application.

CR10 Clerk of the Course

The Race Directors will use their best endeavours to ensure that the Championship Clerk of the Course is present at each round of the Championship but this may not be possible.



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The Clerk(s) of the Course appointed for the Championship and each event will have absolute jurisdiction. The Clerk of the Course's decision is final and binding on each team and every driver.

CR11 Penalties

Digressions from Race Regulations will be penalised in accordance with the List of Penalties. Other matters will be at the sole discretion of the Clerk of the Course and may vary from a verbal warning to a driver; to exclusion of the whole team from the Championship.



Endurance Race Regulations

RR 1 Definitions

“Race Regulations” (RR) are the particular regulations for any Endurance race. “Championship Regulations” (CR) contain matters that are directly related to a Championship Series. “Specific Race Regulations” (SRR) contain the specific details of an event and may vary at different events.

RR 2 Organisation

The Race Organisers are detailed in SRR’s. The Race Organiser’s representatives will be present at the event and will normally be contactable at Race Administration. Medical facilities will be present during official practice and race. The details are set out in SRR’s.

RR 3 Event Officials

A Clerk of the Course and Scrutineer will be appointed for each event. Deputies may also be appointed to assist. The Clerk of the Course will have full control over the event including the imposition of penalties. If any matter arises that is not specifically prescribed in these Race Regulations, the Championship Regulations, the Specific Race Regulations or the Technical Regulations, he may apply a ruling that is consistent with established principles in motor sport. Alternatively, the Clerk of the Course may decide to apply his own or the track’s ruling. For matters that have been conveyed in writing, not during an event, for example, Championship points allocation, teams have seven days from the date of publication to make a written submission to the Championship Organiser, which will set out the cause of their disagreement. If the team and the Championship Organiser can not agree, they will submit their respective cases to the Clerk of the Course either in writing or in person, as he may decide, and he shall make a ruling which shall be binding on both parties. If the Clerk of the Course agrees to hear the dispute in person he may restrict representation to one person per party.

RR 4 Event

The Race Organisers have arranged Kart Endurance race(s) to be held under the provisions of these Race Regulations, the Specific Race Regulations, the Championship Regulations and the Technical Regulations, as may be modified and notified to the teams of competitors.

RR 5 Karts

Only karts complying with the Technical Regulations are eligible.



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RR 6 Competitors Eligibility

A competitor must satisfy the Clerk of the Course of his/her competence to race. A current: MSA Race Competition licence or MSA Kart Race Competition licence or MSA Kart Endurance Licence or Pro Racer Card (unless stated otherwise in the SRR's) will be accepted as evidence of competence to race.

A driver, having satisfied the Clerk of the Course of his competence, can apply for a Pro Racer Card which currently costs £ 5.00.

Competitors must produce their Licence or Pro Racer Card for inspection prior to commencing practice or race.

The Clerk of the Course may exclude any driver whose practice times or driving are unsatisfactory. Competitors must comply with any particular requirement or byelaw of the Circuit.

The minimum age of any competitor is 16 unless otherwise stated in the Specific Race Regulations. Drivers under the age of 18 must ensure that all paperwork is countersigned by a Parent or Guarantor who must be in attendance at the event and be available to attend with the minor if the driver is required to be interviewed by an Official of the event or penalised by the Clerk of the Course.

Any drivers found or suspected of having taken alcohol or any drug on the I.O.C. list of prohibited substances will be immediately excluded. This will also result in exclusion of the team.

Karts used by disabled drivers must be identified with a white wheelchair emblem on a blue background.

The minimum/maximum number of drivers and/or driver changes are stated in Specific Race Regulations.

RR 7 Behaviour of Licensed Competitors

If a licensed competitor or team member: is accused of bringing the Sport into disrepute or uses abusive language, threatening behaviour, assault or threat of assault or has driven dangerously or recklessly. they will be excluded from the event and the team will incur a 10 lap penalty. For very serious indiscretions the whole team may be excluded from the event or series.

RR 8 Apparel/Clothing

Drivers must wear suitable protective clothing whilst racing, complying with current MSA standards. All clothing must be in good condition free from holes, tears, etc., and to the satisfaction of the Scrutineer.



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Kart race suits bearing current registration marks are acceptable, or one-piece leathers (or two piece provided they are securely “zipped” together).

Drivers are advised to wear under garments that provide fire resistance. Race suits must be securely fastened and must be properly done up whilst racing. Waterproof over-suits may be used provided they are over an approved race suit.

Proper racing boots are recommended, all footwear should provide ankle protection.

Gloves, either fabric material or leather, must be worn. Neck braces and rib protectors are recommended. Drivers must wear a crash helmet that fits correctly and complies with current MSA standards and is correctly fastened at all times. Competitors are required to keep their helmets on, fastened and their other protective clothing in place until they are clear of the boundaries of the racing circuit. Competitors must not carry bum bags, tools, weighted belts, or the like. In your own interests you are advised to remove from your person whilst racing, watches, coins, combs, jewellery or the like, and in particular ear rings.

RR 9 Registration

Where Registration is required for an event the details will be set out in the SRR's. It is expected that any Championship Series will require Registration and the details are to be set out in the Championship Regulations.

RR10 Entries

Entries must be in writing on the correct Entry Form, properly completed, with the correct entry fee and be delivered to the Race Organizers. Competitors are reminded that the Entry Form includes an undertaking that they will comply with and abide by these Regulations, the Championship Regulations, the Specific Race Regulations, the Technical Regulations and the decision(s) of the Clerk of the Course. Entries will be accepted on a first come, first served basis up to the maximum number of teams stated in the Specific Race Regulations. The Race Organisers have the right to refuse an entry for whatever reason.

RR11 Entry Fee Refunds

Entry Fees are not refundable.

RR12 Cancellation

The Race Organisers may cancel the event if the number of entries is insufficient to make the event worthwhile, or due to any other circumstances beyond the control of the organisers.

RR13 Advertising

No tobacco advertising is permitted if TV coverage is to be present.



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RR14 *Signing on*

Upon arrival at the event, teams must report to Race Administration, comply with the Race Organiser's established procedure for "signing on" and complete such paperwork as is required by the Race Organisers. Teams are required to submit details of their kart and drivers, etc.

RR15 *Scrutineering*

Drivers must present themselves, together with their protective clothing and their kart to scrutineering. The kart must be carrying the maximum ballast with which it will race, securely attached. When the procedure is satisfactorily completed the team will be issued with a numbered transponder.

RR16 *Briefing*

All drivers, mechanics and team managers will attend a drivers briefing by the Clerk of the Course.

RR17 *Practice*

Each driver must complete a minimum of three laps of the circuit.

RR18 *Grid positions*

The team with the fastest lap time will be in pole position and so on to the slowest fastest lap time which will be last on the grid. Karts will be lined up in grid formation. The grid will be closed five minutes before planned race start. Only the driver and officials are allowed on the circuit from this time until completion of the race. Any team not in position at this time will start from the pit lane and join the race behind the last driver on the grid.

RR19 *Starts*

Starts will be rolling starts. When signalled to do so, the drivers will set off at a steady and even pace on a rolling lap. As they approach the start line the start lights will be switched to red and if the starter is satisfied with the relative positions and speed he will switch the lights to green to signal the start of the race. If the pace is too quick or drivers are not in formation, the lights will remain red and the karts will complete another lap in formation and approach the start-line again. If the start lights fail or are not used, the start will be indicated by showing the grid the national flag and on the next rolling lap a start will be indicated by raising the national flag. If pole driver or number two is considered to be going too fast or

another driver breaks formation, the team will be penalised in accordance with the List of Penalties. Weaving, falling back in order to accelerate, or practice starts on the rolling laps are not permitted. Alternatively, in certain circumstances and at the Clerk of the Course's discretion, the rolling lap(s) may be controlled by a pace vehicle.



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RR20 Timing and lap scoring

Timing and lap scoring will be computerized, utilising small electronic transponders fixed to each kart. Any person found attempting to tamper with this equipment will be excluded, along with their team. Holders for the transponders may be purchased from the Race Organisers (if available) and must be securely attached to the kart with lock wire or cable tie(s) and at least one bolt, which should go through the hole in the closed end of the holder. Holders should not be attached to a metal floor tray, or placed over a frame tube or near lead ballast. Transponders must be returned to the Race Organisers before competitors leave the circuit. Replacements for stolen, lost or damaged transponders will be charged to the team at the price set out in the Specific Race Regulations. In the unlikely event of failure of the timing system the race will be stopped. The re-starting order will be the last available printed race order. Teams are responsible for monitoring the lap scoring system and notifying the Race Organiser of any malfunction.

RR21 Flag Signals

Competitors are reminded that all flag signals must be obeyed and a list of flags and their meanings is appended hereto.

RR22 Breakdowns on track

Karts which have broken down must be returned to the pit area, no repairs to be undertaken on track. If not able to be driven they shall be pulled to a place of safety, clear of the race traffic. Under no circumstances are karts to be pushed back to the pit area along the circuit. This is unsafe for the driver and a hazard to the other competitors. Subject to obtaining prior consent of the Clerk of the Course, other signed-on team members may be permitted on the circuit to assist with the recovery of the broken kart which may be pushed on a trolley or carried alongside the track edge (in the same direction as the race unless otherwise directed) but only when that sector of track is controlled by a yellow flag. A marshal's instruction must be complied with. The Clerk of the Course may decide to control the race with a pace vehicle or yellow/black quarter flags and issue his directions concerning the recovery of a broken kart. (See also the Technical Regulations).

RR23 Pace Vehicle

A pace vehicle may be used to control the race. In these circumstances, karts must immediately slow and form up behind the pace vehicle. Karts must not overtake each other or the pace vehicle, unless so directed.

RR24 Refuelling Stops

Refuelling during racing is an essential part of endurance racing and the following rules are to effect minimum risk to drivers and others in the location whilst refuelling is carried out. These rules must be strictly adhered to and the penalties noted in the List of Penalties reflect the seriousness of the organisers' views. Under no circumstances



is anyone, other than the driver carrying out these requirements allowed in the designated refuelling area. This is a strictly **No Smoking Area** and is an area prohibited to the public or teams, team members/competitors.

- a. Only fuel which is supplied by the organiser which has been purchased from local sources as “unleaded petrol” shall be permitted to be used. Octane boosters or other additives are not permitted and fuel samples may be taken and tested at any time. Fuel tanks should be drained prior to pre-race scrutineering and will be filled before commencement of practice and again before commencement of race (if required).
- b. Refuelling must only take place within the area designated by the organisers as the “refuelling area”.
- c. The driver will bring the kart to the refuelling area at walking pace. The driver will stop and switch off both engines before alighting from the kart, removing the fuel tank cap(s), placing them in the kart seat and pushing the kart into final position. The driver will then hold a fire extinguisher (provided by the organiser) and be ready to use it.
- d. The Organiser’s Fuel Marshal(s) will fill the tanks and replace the caps securely. Until the fuel caps are replaced, the driver is to remain in readiness with the fire extinguisher. When signalled the driver will replace the fire extinguisher and check that the fuel caps are in place and secure. He may then push the kart forward out of the refuelling bay. Once clear of the designated refuelling area, he may restart the engines and, after seating, continue with the race.
- e. No work to kart or driver change is permitted in the “refuelling area”.

RR25 Repairs/driver changes

Repairs may only be carried out in the designated pit area. Any team obstructing another team or teams will be penalised. Driver changes will also take place in the designated pit area. Drivers may change as frequently as desired, unless otherwise stated in the Specific Race Regulations.

RR26 Tyres

Slick dry weather tyres must be used unless the Clerk of the Course declares the event "Wet", in which case the teams will all change to wet tyres within fifteen minutes of the declaration. If the Clerk of the Course declares the race "Open", the teams may choose either wet or dry tyres. Treaded and untreaded tyres must not be mixed.



RR27 Driving karts when not on the circuit.

Karts must be stopped and pushed once they are safely clear of the track. It is permitted to drive them through the pit lane but only at a walking pace. They are not to be driven in the paddock area. Competitors are reminded that all circuits have restrictions concerning noise. It is the competitor's responsibility to ensure that engines are not started before or allowed to run after the times permitted by the circuit. Failure to comply could jeopardise the future use of the circuit. Miscreants will be dealt with most severely and may even be excluded.

RR28 Rejoining the circuit

Drivers must comply with the instructions of the pit lane marshal (when present) and not rejoin the circuit until it is safe to do so or block or otherwise interfere with the karts racing on the circuit.

RR29 Weighing

Scales will be available for use prior to race commencement. They will be situated at the entrance to the pit lane and karts must be weighed each time they leave the circuit. Drivers must stop before the scales and drive on only when signalled to do so by the marshal. If underweight, they are to be weighed again but priority will be given to other karts following. Penalties for being underweight are in the List of Penalties.

RR30 Race Stops

If it is necessary for the race to be stopped, red flags will be shown whereupon drivers will slow to a reasonable speed, raising one arm to indicate to following traffic their intentions and proceed cautiously to the grid prior to the start-line or stop if the track is blocked or as otherwise directed by an official of the event. Drivers should position themselves to one side of the track to allow passage for an ambulance or other road vehicle. Overtaking is not permitted after the red flag is shown. Unless the Clerk of the Course declares otherwise, only the driver and race officials are permitted on the track at this time and until the restart of the race. Any time lost by race stoppages shall be disregarded. The race will end at the expiry of the stated duration regardless of any stoppages. The Clerk of the Course shall have the power to abandon a race and declare the result at that point.

RR31 Repairs during race stoppage (Red Flag incident)

Drivers wishing to effect repair during this period may do so on the track (Parc Ferme conditions, no tools or spares are to be brought out on to the track and the work is carried out only by the driver). Teams requiring to work on their karts are not permitted to remove their karts from the circuit until the rolling lap commences. The karts should be positioned adjacent to the pit entrance from the circuit and weighed upon entering. Karts in the pits at the time of race stop will remain there until the race has restarted and they will join the back of the grid.



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RR32 Restarts

Where possible, competitors will be given five minute warning of the restart. The race will be restarted in single file in the same race order as the last available printed sequence. There will be a minimum of one rolling lap before the restart.

RR33 Driving Standards

Drivers must conduct themselves at all times in a manner consistent with the general safety of themselves and others. Drivers are reminded that there is considerable variation in the skill and pace of drivers. Slower drivers must pay attention to the faster drivers catching them and should indicate which side the faster driver should pass by pointing. Faster drivers must take care passing slower drivers. The organisers advocate a raised arm signal on approaching a yellow (or red) flag or slowing to leave the circuit. Drivers must obey the signals and instruction of officials and marshals of the event. A summary of flags that may be used and their meanings is appended. Blocking or weaving to prevent a faster driver from passing is not permitted. Competitors are reminded that the edge of the track is marked by white lines (or in the absence of white lines, the edge of the track surface). Karts should not drive off the edge of the track and a driver doing so and gaining advantage will be penalised. Any driver seen persistently or deliberately missing corners may be black flagged. If a kart leaves the circuit either accidentally or deliberately, the driver is to rejoin at a point nearest to the place where he left the circuit. Any driver observed using a “cut through” will be deducted that lap and “fined” one more lap.

RR34 Race Finishes

At the end of the race, which shall be when the race leader next crosses the Start/finish line after the end of the prescribed duration, the chequered flag shall be shown at the start/finish line. Drivers will slow, remaining in the same order and make their way back to parc ferme in the paddock area. Overtaking is not permitted after the chequered flag.

RR35 Results

All results will be published on the notice board identified by the Race Organisers as the Official Notice Board.

RR36 Awards

Trophies/Cups will be provided by the Race Organisers for First, Second and Third places or as otherwise noted in the Specific Race Regulations.



RR37 Penalties

The Clerk of the Course is empowered to penalise teams for not complying with the Race Regulations, Championship, Specific Race or Technical Regulations. The List of Penalties is attached. During the period from commencement of a penalty until completion, no work may be carried out on the kart.

RR38 Telemetry

The use of telemetry is permitted. Clerk of the Course must have previously approved it's use by any team and the actual location of beacon. Each beacon must have the team name clearly marked. Any unauthorised beacon or beacon placed in an unauthorised place, will be removed and the team may have their practice times disallowed or if, during the race, may be excluded. If there is any interference (or risk of) the Clerk of the Course may require that all such devices are removed from track edge and switched off.



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Flags

Blue (Stationary) Another competitor is following close behind.

Blue (Waved) Another competitor is trying to overtake.

White (Stationary) A slow moving or pace vehicle is on the circuit.

Yellow (Stationary) Danger. Slow down sufficiently to ensure that full control of the vehicle can be retained, No overtaking.

Yellow (Waved) Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line or take other evasive action including stopping if necessary. No overtaking.

Yellow/black quarters (Stationary) Form a queue behind the leader, no overtaking, proceed at half race pace or as directed. Competitors re-joining the circuit from the pits during such a flag period should join at the end of the queue at the next occasion it passes the pit exit.

Yellow/red stripes (Stationary) Slippery surface ahead.

Yellow/red stripes (Waved) Slippery surface imminent.

Green

All clear, at end of danger area controlled by yellow flags. Also shown at all posts during the first lap of each practice session and during the formation lap.

Red

Immediately cease driving at racing speed and stop at one side of the race circuit. Alternatively, you may be instructed to proceed slowly, without overtaking, and with maximum caution to start-line obeying marshal's instructions, and being prepared to stop should the track be blocked.

Black with orange disc

Mechanical defect or fire. Call at pits for repair on the next lap.



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Black/white diagonal

A warning to the driver that his behaviour suspect and that he may be black flagged on further reports.

Black

The driver must stop at his pit at completion of that lap and report to the Clerk of the Course. Another driver may continue racing.

Chequered

End of race or practice.

Green with yellow chevrons

False Start. Re - form in correct order and continue with rolling lap.



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LIST OF PENALTIES

KART TECHNICAL	REGULATION	PENALTY
Fuel First offence	RR 24	Exclusion (race)
Fuel Second offence	RR 24	Exclusion (series)
Tyres	T 6.2 – 6.3	Exclusion
Weight During Qualifying	T 2.1 – 2.3	Start from pit lane or back of grid
During race First offence	T 2.1 – 2.3	10 laps deducted
During race Second offence	T 2.1 – 2.3	Exclusion (race) 10 laps deducted
Post race	T 2.1 – 2.3	
Chassis dimensions	T 4.1, T 4.7	Exclusion (race)
Engine	T 1.2, T 3.1 – 3.7	Exclusion (race)
Transmission	T 5.1 – 5.6	Exclusion (race)
Brakes	T 5.3	Exclusion (race)
Bodywork	T 4.4	Exclusion (race)
Chassis construction	T 1.5, T 4.1 – 4.12	Exclusion (race)
Fuel system	T 3.1	Exclusion (race)
All other technical matters at Clerk of the Course's discretion		
STARTING PROCEDURE	REGULATION	PENALTY
Failure to make starting grid	RR 18	Start from pitlane
Overtaking during formation laps	RR 19	3 laps penalty
Delaying the start	RR 19	3 laps penalty
Not attending driver's briefing	RR 16	Start from pitlane
All other starting matters at the Clerk of the Course's discretion		
REFUELLING / PIT STOPS	REGULATION	PENALTY
DRIVING STANDARDS		
Engine not switched off	RR 24	Refuelling refused
Remaining in kart in refuelling bay	RR 24	Refuelling refused
Not manning fire extinguisher	RR 24	1 lap penalty
Pit lane speeding	RR 27	1 lap penalty
Smoking in the refuelling area	RR 24	Exclusion (race)
Obstruction in pit lane	RR 28	2 lap penalty
Fuel containers	T 3.1, T 3.6	Exclusion (race)
Weighing procedure	T 2.1 – 2.3, RR 29	1 lap penalty
Ignoring flag signals		
First offence	RR 21	1 lap penalty
Second offence	RR 21	2 lap penalty
Third offence	RR 21	Exclusion (race)

Overtaking after chequer flag	RR 34	1 lap penalty (per kart overtaken)
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REFUELLING / PIT STOPS DRIVING STANDARDS	REGULATION	PENALTY
Drugs & Alcohol	RR 6	Exclusion (race, team)
Driving Standards		
First offence	RR 33	1 lap penalty
Second offence	RR 33	2 lap penalty
Third offence	RR 33	Exclusion (race)
Safety apparel	RR 8	Refusal to compete
Safety apparel (during race)	RR 8	Black flag
All other driving standards / safety matters at Clerk of the Course's discretion		
EVENT BEHAVIOUR	REGULATION	PENALTY
Aggression to officials or competitors by competitor or any member of party	RR 7	Individual excluded and 10 lap penalty
Bringing the sport into disrepute	RR7	Individual or team exclusion
All other behavioural matters at the Clerk of the Course's discretion		



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SECTION 3: TERMS & CONDITIONS

1. These Terms and Conditions form an integral part of every contract in respect of the use of the facilities entered into by Go-Kart Challenge ("The Organiser") and the signatory below, ("The Customer"). Unless specific alterations or deletions are expressly agreed in writing on behalf of The Organiser these conditions shall apply in their entirety.

2. **PRICE.** The Organiser reserves the right to vary any contract price at any time to take account of:

a. Any extra cost borne by The Organiser as a result of any government legislation or EEC regulation.

3. CONTRACT PRICE

a. The Customer shall be liable for the full cost of the contract price of the specified race or specified competition at the time of booking and such payment shall be a condition of acceptance of the booking. If The Customer fails to make the above payment in the preferred method of payment indicated overleaf then The Organiser reserves the right to cancel the booking.

4. **METHOD OF PAYMENT.** The customer will pay by one of the following methods:

a. **Payment in full** – A cheque or credit card payment for the full contract price will be payable upon receipt of our invoice. Entry into any competition cannot be guaranteed unless full payment is made 14 working days prior to the first event.

b. **Standing Order** – Upon receipt of this entry form you will be sent a standing order mandate, which must be completed by The Customer. In addition you will be required to provide credit card details, which will be used in the event of non-payment of funds by your bank.

5. CANCELLATION

a. No contract shall be cancelled by The Customer unless agreed by The Organiser.

b. Any cancellation shall only be accepted in writing by The Organiser upon payment of a cancellation fee as follows:

i. More than 14 days prior to the event Loss of 50% of the total price

ii. More than 7 days prior to the event Loss of 75% of the total price

iii. Less than 7 days prior to the event Loss of 100% of the total price

c. The cancellation fee has been calculated to represent a reasonable assessment by The Organiser of the loss it will suffer as a result of the cancellation.

d. The Organiser reserves the right to cancel any event.

6. **POSTPONEMENT.** The Organiser reserves the right to postpone any event in the case of unforeseen circumstances.

7. **ABANDONMENT.** The Organiser reserves the right to abandon an event in the case of dangerous track conditions or for any other reason beyond The Organiser's control.

8. **AUTHORITY AT EACH EVENT** - The Organiser agrees on its own behalf and on behalf of every driver:

a. That the opinion of The Organiser is final in regards to matters of safety

b. To comply with all requests or orders made by The Organiser in respect of safety

c. To comply with all reasonable instructions given by The Organiser for any reason

d. The Organiser reserves the right to request any driver to leave the event in the absolute discretion of The Organiser and The Organiser shall be under no liability to The Customer or driver of any refund or damages.

9. LIABILITY OF ORGANISER FOR DAMAGE

a. The Organiser has no liability to The Customer or any driver (other than liability for death or personal injury of a driver resulting from The Organiser's negligence) for any loss or damage of any nature howsoever caused arising out of or in connection with attendance at the event to the Customer or driver or their property.

10. DRIVERS

a. All drivers who take part in the event shall not be less than 16 years of age.

b. All drivers must not consume alcohol or be under the influence of alcohol or drugs before or at any time during the event.

All drivers shall be required to sign a disclaimer.