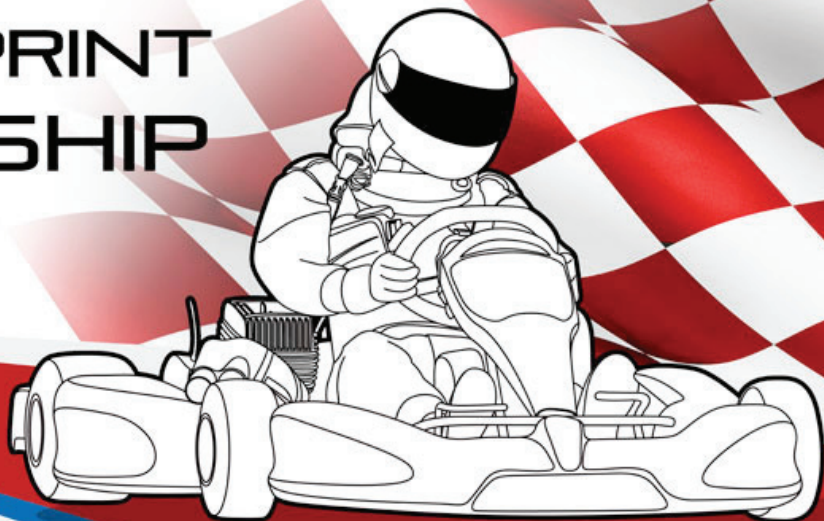


# SG PETCH SPRINT CHAMPIONSHIP



R1 - 9TH MAR  
R2 - 6TH APR  
R3 - 4TH MAY

R4 - 1ST JUN  
R5 - 6TH JUL  
R6 - 3RD AUG

R7 - 7TH SEP  
R8 - 5TH OCT  
R9 - 2ND NOV



## RULES & REGULATIONS 2014 CHAMPIONSHIP SEASON

### Competitor eligibility

The minimum age of any competitor is 16.

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.

### Behaviour of competitors

If a competitor 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.

For very serious indiscretions, the competitor may be excluded from the event or the whole Championship.

### Apparel/clothing

Drivers must wear suitable protective clothing whilst racing.

All clothing must be in good condition, free from holes, tears etc.

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

## **Apparel/clothing continued...**

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.

In your own interests you are advised to remove from your person whilst racing, watches, coins, combs, jewellery or the like, and in particular earrings.

## **Entries for class**

Entries must be confirmed in writing or by phone. The correct Entry Form is available from [www.teessidekarting.co.uk](http://www.teessidekarting.co.uk) for download and must be properly completed, signifying which rounds you are registering for - 9 rounds in total 8 of which count - with the corresponding entry fee (either submitted with the form or paid directly to Teesside Karting in person or over the phone).

The form and payment must be sent to the correct address at Teesside Autodrome.

Booking form stipulates that once the acceptance box on the form is ticked, the competitor is bound to pay the deposit and balance to Teesside Karting for the required Championship rounds.

A deposit of £20 per round is required upon booking with the balance (£55) to be paid when "signing on" for each individual event. Drivers registering for the championship must state on entry which championship class they choose to compete in - Lightweight or Heavyweight.

Once registered in a championship class, drivers will only be compete in that class for the duration of the season.

Booking form also includes an undertaking that the competitor will comply and abide by these rules and regulations.

Entries for each round will be accepted on a first come, first served basis.

The race organisers have the right to refuse an entry for whatever reason.

## **Entry fee refunds**

Entry fees are not refundable.

## **Cancellation**

The race organisers may cancel or re-schedule any round of the Championship if the number of entries are insufficient to make the event worthwhile, or due to any circumstances beyond the control of the organisers

## **Signing on**

Upon arrival at the event, competitors must report to Race Administration, comply with the race organisers established procedure for "signing on" and complete such paperwork as is required by the race organisers.

Drivers will be asked on arrival to randomly draw their kart number out of a hat, this will be in the form of a coloured wristband - two colours dependent on class - which is numbered. This will be the drivers race number for that meeting. Drivers must wear the wristband throughout the duration of the race.

## **Briefing**

All competitors must attend a drivers briefing, without exception, by the Clerk of the Course at every round. Any driver found not in attendance will be disqualified from that round.

## **Weights and classes**

The championship weights are as follows:

Lightweight 60-80kg - Heavyweight 80kg and over.

Each driver will be weighed, before sitting in their kart, to ensure that they meet the correct regulation weight for that class. The top 3 drivers from each class will also be weighed after the races, to ensure no weight has been dropped during the races. Any anomalies will result in immediate disqualification.

Drivers weighing up into class must carry the weight securely on their person or in the form of a lead seat or lead in the kart seat. This weight must be checked by an official from Teesside karting before leaving Parc fermé. Drivers are responsible for how they choose to weight up, this is not the responsibility of the race director, sponsor or Teesside karting.

## **Drivers adjudicating committee**

The Clerk of the Course will have full control over the event, his or her decision will be final.

## **Kart selection and kart change**

Drivers will select a kart randomly (see signing on). Drivers only have one chance to change the kart they have selected, this must be done during qualifying, and the driver must have valid reason to change the kart. If the kart is changed, the drivers' race numbers and timing equipment will be transferred to the newly selected kart.

In the event of mechanical failure, the race director will oblige to change a competitor's kart if the failure is deemed to be through no fault of the driver. Kart abuse will not be tolerated and any drivers seen to be abusing their kart, in a deliberate attempt to change it, will be disqualified.

## **Race format**

The championship format is sprint racing. 2 races per round, each race is 25 minutes long.

## **Practice/qualification**

Practice/qualification will last for 10 minutes prior to the start of the first sprint race. Second race is a reverse grid, determined from drivers finishing positions from race 1.

## **Briefing**

All competitors must attend a drivers briefing, without exception, by the Clerk of the Course at every round. Any driver found not in attendance will be disqualified from that round.

## **Grid positions**

The competitor with the fastest lap in practice/qualification will be on pole position and so on to the slowest time, which will be last on the grid for race 1.

In race 2, drivers will be in grid order, last driver past the chequered flag will be in pole position winner to the last place position.

Karts will be lined up in grid formation immediately after the chequered flag has been shown, to signify the end of practice/qualification and also after race 1.

## **Starts**

Standing start applies.

When the grid has been formed after practice/qualification at the start line, the start will be indicated by showing the grid the national flag. The flag is raised then dropped to signal the start of the race.

## **Timing and lap scoring**

Timing and lap scoring will be computerised, utilising small electronic transponders fixed to each kart.

In the unlikely event of failure of the timing system, the race will be stopped. The re-start order will be the last available printed race order.

The 2014 season will also be available on Race monitor live timing app - available to download for smart or Android platforms - as well as on the official championship website: <http://www.sgpatchkarting.co.uk/live-timing.html>

## **Flag signals**

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

## **Breakdowns on track**

Karts which have broken down must be returned to the pit area, no repairs are to be undertaken on track.

If unable 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.

## **Tyres**

Slick dry weather tyres will be used in all weather conditions.

## **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.

The Clerk of the Course shall have to power to abandon a race and declare the result at that point.

## **Restarts**

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

## **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 could be 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 instructions 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 any driver doing so and gaining an advantage will be penalised.

Any driver 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 they left the circuit.

## **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 (25 minutes), 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.

## Results

All results will be disclosed as part of the trophy awarding after each round.

Championship points updates will be published on a designated area at the circuit as well as the official championship website & Teesside Karting website shortly after each round.

Website links

[www.sgpetchkarting.co.uk](http://www.sgpetchkarting.co.uk)

[www.teessidekarting.co.uk](http://www.teessidekarting.co.uk)

## Championship contents

Competitors may take part in all 9 rounds.

8 result from all rounds completed for each driver will count toward the final Championship standings. No bonus point awarded.

In the event of a tie, the greatest number of race wins, second places etc will be the decider, based on all Championship events.

## Flags

**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 startline obeying marshal's instructions, and being prepared to stop should the track be blocked.

**Black with orange** disc Mechanical defect or fire.

**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.

## Championship points

Championship points for each class and race will be scored as follows:

Position	Points
1st	100
2nd	95
3rd	90
4th	85
5th	80
6th	75
7th	70
8th	66
9th	62
10th	58
11th	54
12th	50
13th	46
14th	42
15th	38
16th	35
17th	32
18th	29
19th	26
20th	23
21st	20
22nd	18
23rd	16
24th	14
25th	12
26th	10
27th	9
28th	8
29th	7
30th	6
31st	5
32nd	4
33rd	3
34th	2
35th	1

No bonus points awarded - only championship points.