

ESKC Sprint Kart Summer Series 2024

1 GENERAL

- 1.1 ESKC Summer Series is held on the first weekend of each month, during the racing season from May through to October.
- 1.2 The full calendar is available on the ESKC website and should be checked frequently by the members/participants for updates and changes. ESKC reserve the right to update, cancel, reschedule or postpone an event if required.
- 1.3 The 2024 ESKC Summer Series consists of 5 rounds with 4 rounds to count for the Championship. Subject to change at ESKC discretion.
- 1.4 The ESKC Sprint Kart Championship caters for all current sprint kart classes as listed in the MSUK Gold Book. Other classes may be added at the discretion of the club and satisfaction the class rules meet MSUK requirements

1.5 The championship is run under MSUK Clubman requirements

1.6 Race entry fees for 2024 are as follows:

Members practice	Free	Non-member practice	£40
Race Entry	£65	Transponder Hire	£10

All race entries must be submitted by the Alpha Live system, via the link on the ESKC website. Entries close at **8pm** on the Friday before the race event. Late entries are accepted, but will be charged £10 extra on their entry fee.

1.7 Meeting format: Saturday:

Open practice will run throughout the day from 10am until 5pm.

All classes get 10 min sessions in order of Bambino, Cadet, through to Senior, KZ, etc.

Meeting format: Sunday:

Signing On Digital in Alpha Scrutineering 8:30 to 9:30 at the garage Drivers Briefing 09:45

Open Practice/Transponder Check 10:00

Racing starts immediately after open practice.

1.8 A driver briefing will be held prior to the start of practice, all competitors must attend and those under 16 years old must have their parent/guardian present.

1.9 Should there be a tie after the heats and qualifying, the competitor with the highest average final positions shall be prioritised in the grid order. This function is automatically calculated by Mylaps software.

1.10 Race Durations & Format

All Classes: Timed qualifying, 8 minutes; 2 x 8 min heats & 1 x 10 min final

Heat 1 grid position is determined by qualify position with fastest to slowest occupying 1st to last. Heat 2 grid position is determined by the finishing position of heat one, with the winner occupying 1st on the grid, 2nd finisher 2nd on the grid etc. Final grid positions are determined by the average of the race qualification and the two heats.

1.11 Points scoring system: As per Mylaps championship scoring system. All sprint events shall be timed using the Mylaps telemetry system. Compatible transponders are: AMB/Flex/X2/TR2. Hire transponder must be booked via the Alpha Live system

1.12 Trophies shall be given to 1st, 2nd & 3rd place in each class.

1.13 All Bambino, Cadet and Inter class participants shall receive a medal.

1.14 The ESKC Summer Series is a Club Championship and can only be won by Club members.

1.15 The track layout has four different configurations. ESKC shall determine the layout for each race event. It shall be set prior to first practice on Saturday morning. Competitors MUST NOT alter the track layout at any time over the course of the race weekend. Any infringement of this rule can lead to associated competitors being excluded from the race meeting.

1.16 **Parking** – vehicles parked incorrectly shall be instructed to move to the correct area.

1.17 Parents/guardians, mechanics & helpers may be required to assist marshalling during the running of race events if there are not enough volunteer race marshals present. You will be advised of this at the driver's briefing.

1.18 Access to the track during practice is permitted for parents, mechanics, and helpers: ALL persons must wear Hi- Viz vests/jackets and be signed on to the register (minimum age 16)

1.19 Paddock area general rules:

- Only racing participants, parent/guardians and mechanics are permitted within the hardstanding paddock area.
- Only ESKC officials are permitted to enter race control during the racing timetable, unless requested to attend.
- Spectators viewing point is from the grass area, to the left of the entrance gates.
- No bikes, scooters, segways or similar recreational appliances are permitted in the hardstanding paddock area **at any time** during the racing timetable.

2 COMPETITOR SAFETY

- 2.1 All competitors must have a type 55B rating 2kg either foam or powder readily available within their pit bay.
- 2.2 All helmets and clothing must meet the requirements as laid down in the MSUK Gold Book
- 2.3 Competitors may wear other safety devices as they see fit including ear plugs, balaclavas, neck braces etc.
- 2.4 Headphones and/or radio equipment is not permitted to be used during the race weekend.
- 2.5 Video recording equipment can't be mounted to the competitor or crash helmet. It can only be mounted to the Nassau panel or to the top of the radiator and must be secured with a secondary tether.
- 2.6 For clarity, the CoC, Scrutineer or gate marshal can instruct a competitor to remove the camera if deemed unsuitably mounted. Non-compliance shall result in being excluded from the race/or event. Kart & Equipment Requirements

3 Kart & Equipment Requirements

- 3.1 All karts must conform to MSUK Blue Book Regulations, 2024, unless otherwise permitted. Full bodywork including plastic sidepods, nassau panel and nose cone must be present. Rear bumper must be full width and can be metal or plastic. Chain guard must also be fitted.
- 3.2 It's the competitor's responsibility to ensure their kart is in good race worthy condition. If in doubt seek a ESKC official for advice.
- 3.3 Transponders must be mounted securely to the kart in the area around the back of the seat. For any club hired transponder it's the competitor's responsibility to return it safely at the end of the meeting. If lost or damaged the competitor will be held liable.
- 3.4 Any video recording or data logging equipment must be securely mounted to the kart.
- 3.5 All karts must have a secondary brake cable fitted to operate the brakes should the main one fail. Karts must also be fitted with a brake protector that sits lower to the ground than the disc, where required.
- 3.6 All skid plates, chassis/brake/sprocket protectors must be of a non-metallic material.
- 3.7 Post-race scrutineering will take place, the scrutineering team will direct karts into parcferme. The top 3 positions plus a random selection of karts shall be compliance checked after each race. Weights, tyres and track widths shall be mandatory checks along with other random compliance checks.
- 3.8 You might be asked to remove items within parc-ferme and present to the scrutineer for inspection. All parts must conform to the technical fiches for that class. Irregularities will be subject to a penalty.

- 3.9 All karts must have race numbers displayed on the rear bumper, nassau panel and both side pods. Numbers must be per class colour as outlined in Gold Book. If you are a novice driver you must have white numbers on a black background, licensed drivers as per regulations.

4 Race Procedures

- 4.1 All karts and competitors must be on the dummy grid 2 minutes prior to the end of the ongoing race. Late arrivals can be turned away by the grid marshal.
- 4.2 Race start procedures, be that rolling or standing starts will be advised at drivers briefing alongside the number of warm up laps run prior to race commencement.
- 4.3 **Standing Starts:** The drivers shall form a dual file line on dummy grid and then be released to form up on the grid. During the formation lap, the pole sitter shall control the pace until the end of the main straight whereby a marshal shall signal to slow the pace down to a reasonable speed, allowing the pack to bunch up. Each driver is responsible for positioning its kart on the correct starting box with their front bumper on the white line.
- If deemed necessary by the CoC,** during the formation lap, marshals shall signal for drivers to stop and wait at the final marshal post, until called forward to take their grid position. This shall be discussed at the drivers briefing.
- 4.4 **Rolling Starts:** The drivers shall form a dual file line on the dummy grid. The class will leave the dummy grid and compete **two rolling laps, or as defined at driver's briefing.** It is the pole sitter's responsibility to ensure the grid is bunched and formed before the start. The pole sitter must hold a steady pace to the start line with the following pack maintaining a similar pace. Once the red light is extinguished the pack may accelerate and break formation.
- 4.5 There is no tyre warming allowed by the way of weaving on circuit, tyre blankets, heating equipment of any sort or lifting and scrubbing tyres on the ground by spinning the rear tyres.
- 4.6 Before starting their kart, competitors must be seated with full safety gear on in order to maintain full control in the event of a malfunction.
- 4.7 In the event of a false start the 'False Start' flag will be waved. The pack should slow, stop racing and return to original grid order to take another start. If false starts are deemed to be caused by a competitor not adhering to the rules the formation lap maybe stopped by the marshals and the offending competitor sent to the back of the grid.

5 Rotax Pre Evo Engines – Permission of unsealed engines in Junior & Senior Rotax Classes

- 5.1 Rotax Pre-Evo Engines which are unsealed are permitted for use in Junior and Senior Rotax classes. These Pre-Evo engines, including all internal components, with the exception of pistons, including all ancillaries must be identical to the original manufacturer's specifications. The scrutineer reserves the right to strip down any unsealed engine and examine any associated component. Unsealed EVO Rotax engines are NOT permitted.

6 Tyres

- 6.1 All tyres used must be as per the class requirement listed in MSUK 2024 Karting Yearbook.
- 6.2 **Slick Tyres** - There is a limit to the number of tyres that can be used. This is as follows:
- 6.2.1 Bambino – Three sets for the series
- All other classes – 3 full sets plus 2 spare, which can be either fronts or rears or both. So, this is 6 front, 6 rear and 2 two tyres of your choosing. All tyres must be bar coded and shall be registered in scrutineering prior to start of racing.
- One set of tyres must be nominated per round, you are not permitted to use more than one set of 4 slick tyres unless authorised by the chief scrutineer.

Wet Tyres – there is no limit on wet tyre allocation.

- 6.2.2 Wet tyres must have a minimum of 2mm tread depth across the width of the tyre at the start of the race. Tyre checks shall be carried out on dummy grid. Non-compliance shall result in a DNS for the competitor if their kart is not ready to go on time.
- 6.3 In the event of a calendar change ESKC reserve the right to adjust the tyre limit to suit. If this happens it will be published on the website & social media sites.
- 6.4 Random checks will be made throughout the competition to ensure drivers are only using registered tyres for competition.

7 Driving Standards

- 7.1 ESKC expect all officials, competitors, mechanics, family members etc. to **'race with respect'** and behave in an amicable manner always. Failure to do so may result in penalty or being asked to leave the premises.
- 7.2 There will be a strict 'no contact' policy rule applied to all races. Avoidable and deliberate contact with another competitor will result in penalties. All marshals and officials will be deemed as judges of fact.
- 7.3 More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended their position off-line, should leave at least one kart width between their own kart and the edge of the track on the approach to the corner. Any driver defending their position on a straight, and before any braking area, may use the full width of the track during their first move, provided no significant portion of the kart attempting to pass is alongside theirs. Whilst defending in this way the driver may not leave the track without justifiable reason.
- 7.4 If an overtaking driver has a significant portion of their kart alongside their rival prior to braking for the corner, the rival must leave at least a kart width between their kart and the edge of the circuit.
- 7.5 Onboard video footage will not be viewed in relation to any incidents.

8 Penalties

- 8.1 All penalties issued on the day are final, please respect the decision made. There is no appeal process.
- 8.2 Driving standards official/s will discuss any driving infringements with the necessary parties involved. Other officials or marshals may also contribute what they have witnessed to assist them in making a decision.
- 8.3 List of penalties

Infringement	Penalty
Gaining an unfair advantage depending on severity of incident	Competitors final positions may be swapped +5 places or -1 lap
Driving in a manner incompatible with general safety	-1 lap or race disqualification
Driving in a manner incompatible with general safety- Aggravated Contact	Race disqualification or Meeting disqualification and referral to officials of the meeting
Contravention of flag signal before or after race	+5 places
Contravention of flag signal during race	+5 places or -1 lap
Contravention of flag signal - ignoring technical flag twice	Black Flag
Contravention of flag signal ignore black flag twice	Race disqualification or meeting disqualification
Abusive Language, Behaviour or Assault to competitors and officials	Race disqualification or meeting disqualification
Scrutineer Non- Compliance - non- performance enhancing	Warning, +5 places or -1 lap
Scrutineer Non- Compliance - performance enhancing	+5 places, -1 lap or race disqualification
Underweight	Race disqualification

**The option to swap places would only be used if there is no kart between the 2 karts involved and the incident is minor.*

9 Complaints

Should a competitor wish to make a complaint about a ESKC event please put this in writing to the Club Chairman or sprint kart secretary. Please note that no appeals or changes of results can be made.

9.1.1 If someone is deemed to have brought the club into dispute either in person or through social media the ESKC committee may need to take action against the individual/s.

10 Flags & Signals

It is the competitor's responsibility to fully understand all the flags and signals



Blue Flag, stationary means a faster competitor is following close behind, Waved - Competitor is trying to overtake.



White Flag, A service vehicle is currently on track.



Red Flag, Race is stopped, slow down to walking pace and stop where instructed on track NO OVERTAKING



Yellow flag, incident on track ahead, NO OVERTAKING waved yellow incident on track ahead SLOW DOWN, NO OVERTAKING BE PREPARED TO STOP



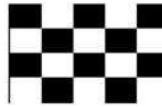
Black/white diagonal flag with kart number displayed WARNING TO DRIVER



Black flag with kart number displayed. You must proceed to the pits.



Black flag with orange circle with kart number displayed MECHANICAL FAILURE PROCEED TO PIT



Chequered flag the race is finished SLOW DOWN AND RETURN TO PITS NO OVERTAKING



Yellow with red vertical stripes SLIPPERY SURFACE



Green with yellow chevron FALSE RACE START SLOW DOWN AND RE-FORM GRID

11 Questions

If you have any question regarding any aspect of these regulations, ask. Do not ask during or after the event, ask before the event!

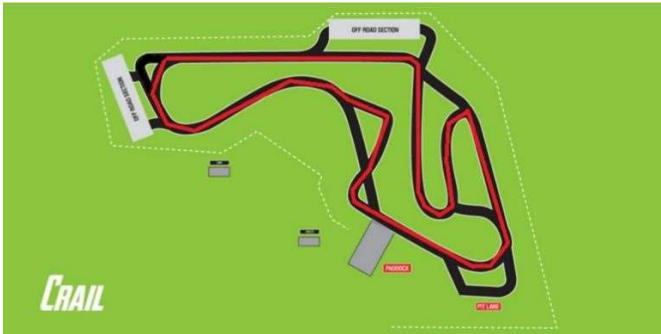
12 Track Layout

The following track layouts are official and can be used at the discretion of the sprint series organisers. The race calendar shall state which track layout is to be used for each planned event. The track layout may be changed by the event organisers without prior notice, if deemed necessary. Only the event organiser can change the track layout for that event.

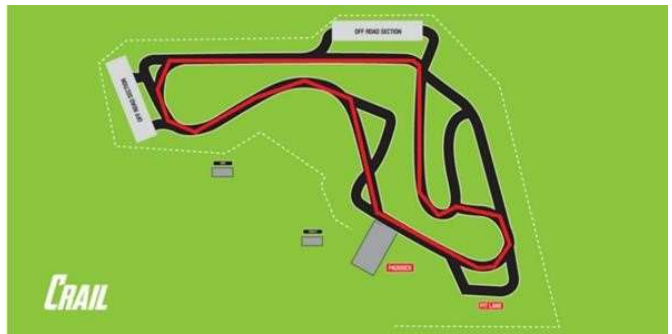
For open practice, the default track must be used. Only the ESKC committee can alter the track layout.

Any person involved in making unsanctioned track changes may be asked to leave the premises and excluded from the race meeting or practice day event.

Track Layout Round 2 and 3



Track Layout Round 5



Track Layout Round 1



Track Layout Round 4

