

# ESKC Kart Winter Series 2025

## 1 GENERAL

- 1.1 ESKC Winter Series is held on the second weekend of each month, during the racing season from November - February.
- 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 2025 ESKC winter series consists of 3 rounds with all 3 to count for the Championship. Subject to change at ESKC discretion.
- 1.4 The ESKC Winter Kart Championship caters for all current sprint kart classes. KZ, Rotax Senior Max & 177, Rotax Junior Max, Rotax Inter Max, Rotax Micro Max, Honda Cadet 160cc & 200cc, Bambino. Also Senior Prokart, Junior prokart .
- 1.5 Any other 2 stroke engine class shall be catered for, providing a minimum of 4 participants enter for the race event. For classes that are not mentioned in 1.4, class specific SR's (supplementary regulations) must be submitted and approved by ESKC prior to the event taking place.
- 1.6 The championship is a Motorsport UK Super k-x event so a competitor license is required to race.
- 1.7 Race entry fees for 2025 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 could incur an extra £10 charge
- 1.8 Meeting format: Saturday: Open practice will run throughout the day from 10am until 4pm.  
 All classes get 10 min sessions in order of Bambino, Cadet, Inter, Junior, Senior, KZ, etc.  
 Meeting format: Sunday:  

Signing On	Digital in Alpha
Scrutineering	7:30 to 8:30
Briefing	08:45
Open Practice	09:00

 Racing starts immediately after open practice.  
 Race Format: practice, Qualifying, 2 heats and a final.
- 1.9 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.
- 1.10 All grids are determined by qualifying.
- 1.11 Motorsport UK RS Clubman event . Qualifying times determine heat 1 positions.

Race 1 determines race 2 positions.

- 1.12 Final - grid positions determined by total points scored in Qualifying and heats.
- 1.13 Should there be a tie after the heats, the competitor with the highest average final positions shall be prioritised in the grid order. This function is automatically calculated by Mylaps software.



1.14 **Novice driver definition**

New Drivers having just obtained the RS Clubman Licence must have sat the entry level test prior to practice and assessed by the Clerk of the course.

1.15 **Race Durations**

All Classes: 3 lap practice, 5 min Qualifying, 2 x 8 min heats & 1 x 8 min final

1.16 **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

1.17 **Trophies** shall be given to 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> place in each class.

1.18 **Additional trophies** shall be awarded at the discretion of the ESKC sprint secretary, depending on number of entries per class. All Bambino & Cadet participants out with trophy classification shall receive a medal.

1.19 **The ESKC winter series** is an Open Championship and can be won by non-members.

1.20 **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.

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

1.22 **Parents/guardians, mechanics & helpers** will 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.

1.23 **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)

1.24 **Paddock area general rules:**

- Only racing participants, parent/guardians and mechanics are permitted parcferme.
- 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 paddock area **at any time** .



## 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 Helmets must carry a CMR or SNELL rating and must be in good and undamaged condition.
- 2.3 Race suits / overalls must be of good condition with no rips or tears and carry a CIK/ MSUK recognised marking. Expiry date not applicable.
- 2.4 Racing gloves must be of good condition with no rips or tears.
- 2.5 Racing boots must be of good condition with no rips or tears. The boot must be ankle height.
- 2.6 Competitors may wear other safety devices as they see fit including ear plugs, balaclavas, neck braces etc.
- 2.7 Headphones and/or radio equipment is not permitted to be used during the race weekend.
- 2.8 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.
- 2.9 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 National competition rules 2025 or specific Submitted SR's (Libra Class). 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 parc-ferme. 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.



### 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 Bambinos, Cadets, Junior prokarts shall perform **standing starts**, unless otherwise stated in the drivers briefing. (Cadet may be Rolling if we have a Micromax grid)  
**Standing Starts:** The drivers shall form a dual filing 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 the final marshal post, until called forward to take their grid position. This shall be discussed at the drivers briefing.

- 4.3 Rotax classes & Prokarts will take a double file rolling start. The class will leave the dummy grid and compete **two rolling laps**. 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.
- 4.4 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.
- 4.5 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.
- 4.6 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 may be stopped by the marshals and the offending competitor sent to the back of the grid.

## 5 Tyres

- 5.1 All tyres used must be as per the class requirement listed in MSUK 2025 Karting Yearbook or submitted SR's (Libra Class).
- 5.2 **Slick Tyres** - There is a limit to the number of tyres that can be used. This is as follows:
  - 5.2.1 Bambino – Two sets for the series
  - 5.2.2 All other Sprint classes - 10 tyres. Prokarts 1 set + 2  
All tyres must be bar coded and shall be registered in scrutineering prior to start of racing.  
The 10 tyres constitute 2 full sets, plus 2 spares .
  - 5.2.3 New or used tyres can be registered.
  - 5.2.4 A competitor may register all of their tyres at the start of the competition and use any of their allocation of slick tyres during the 3 rounds of the winter series championship, (1 set per meeting only)
- 5.3 **Wet Tyres** – there is no limit on wet tyre allocation. (prokarts no wets)
  - 5.3.1 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.
- 5.4 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.
- 5.5 Random checks will be made throughout the competition to ensure drivers are only using registered tyres for competition.



## 6 Driving Standards

- 6.1 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.

- 6.2 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.
- 6.3 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.
- 6.4 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.
- 6.5 Onboard video footage will not be viewed in relation to any incidents.

## **7 Penalties**

- 7.1 All penalties issued on the day are final, please respect the decision made. There is no appeal process.
- 7.2 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.
- 7.3 Penalties are in accordance with Msuk 2025 NCRs.

## 8 Class Regulations All Classes must conform to the 2025 Karting yearbook or Submitted class SR's (Libra Classes such as Prokarts)

## 9 Complaints







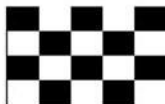


Should a competitor wish to make a complaint about an ESKC event please put this in writing to the Club at: [richardtyler241165@gmail.com](mailto:richardtyler241165@gmail.com)

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

	<b>Blue Flag</b> , stationary means a faster competitor is following close behind, Waved - Competitor is trying to overtake.		<b>White Flag</b> , A service vehicle is currently on track.
	<b>Red Flag</b> , Race is stopped, slow down to walking pace and stop where instructed on track NO OVERTAKING		<b>Yellow flag</b> , incident on track ahead, NO OVERTAKING waved yellow incident on track ahead SLOW DOWN, NO OVERTAKING BE PREPARED TO STOP
	<b>Black/white diagonal flag</b> with kart number displayed WARNING TO DRIVER		<b>Black flag</b> with kart number displayed. You must proceed to the pits.
	<b>Black flag with orange circle</b> with kart number displayed MECHANICAL FAILURE PROCEED TO PIT		<b>Chequered flag</b> the race is finished SLOW DOWN AND RETURN TO PITS NO OVERTAKING
	<b>Yellow with red vertical stripes</b> SLIPPERY SURFACE		<b>Green with yellow chevron</b> 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.

Round 3



Round 2



Round 1





