

ESKC Sprint Kart Championship

1 GENERAL

1.1 ESKC Sprint Series is held on the first weekend of each month, during the racing season. This includes a summer series from April - October & winter series 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 2021 ESKC Summer Sprint Championship consists of 4 rounds with 3 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. KZ, Rotax Max (including a heavy class), Rotax Junior Max, Rotax Mini Max, Honda Cadet, IAME Cadet & Bambino.

1.5 Any other 2 stroke engine class shall be catered for, providing a minimum of 5 participants enter for the race event. For classes that are not mention 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 ran as an IKR championship (Independent Kart Racing) so no competitor license is required to race.

1.7 Race entry fees for 2021 are as follows:

Members practice	Free
Non-member practice	£35
Race Entry	£40
Transponder Hire	£10

All race entries must be submitted by the Alpha Live system, via the link on the ESKC website. Entries close at **6pm** on the Friday before the race event. No late entries shall be accepted.

1.8 **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, Mini/Junior, Senior, KZ

Sunday:

Signing On	Digital in Alpha
Scrutineering	8:30 to 9:30
Briefing	09:45
Open Practice	10:00

Racing start immediately after open practice.

5 min practice session for each class
Transponders must be fitted.

3 race 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 randomly ordered.

1.11 Novice drivers shall be gridded at the back behind experienced drivers.

1.12 Final - grid positions determined by total points scored in the heats.

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

1.14 **Novice driver definition** – (i) any licenced driver who is still on MSUK novice plates and has not completed 3 full race weekends at ESKC or another club (proof required via Mylaps or Alpha results) to the satisfaction of the sprint secretary (ii) any non-licenced driver who has not completed 3 full race weekends at ESKC to the satisfaction of the sprint secretary.

(iii) any driver may be instructed to start from a Novice grid position at the

discretion of ESKC sprint secretary if deemed to be a risk or judged not to be driving at a level of competency required to safely control the start of race.

1.15 Race Durations:

1.15.1 Bambino

4x 8 min Time Trials
Fastest lap in each time trial wins
Points scored in all 4 rounds
Best points win on the day

1.15.2 All Other Classes:

3x 10 min Heats.
1x 12 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 Trophy's shall be given to 1st, 2nd & 3rd place in each class.
- 1.18 Additional trophies, up to 6th place shall be awarded at the discretion of the ESKC sprint secretary, depending on number of entries per class.
All Bambino & Cadet participants outwith trophy classification shall receive a medal.
- 1.19 Only ESKC members can win the club championship.
- 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. The two defined areas are:
1. Paddock Hard Standing

2. Grass Parking Area

The following rules apply to race weekends:

Vehicles that **are permitted** to park on the paddock hard standing are:

- Car & trailer
- Race Truck 7.5 tonne
- Race van that is a main working vehicle, including converted panel vans

Vehicles that **are NOT permitted** to park on the paddock hard standing, and **must** use the grass parking area, are:

- Car & caravan
- Motorhome (coach built)
- Race van with trailer

- 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.
- 1.24 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 hard-standing 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 Helmets must carry a BS kite mark 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 MSA Blue Book Regulations, 2002. 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 on-going race. Late arrivals can be turned away by the grid marshal.
- 4.2 Bambino's shall race shall be time trial format.
The bambino grid will be set off in intervals from the dummy grid.
- 4.3 Cadets shall perform **standing starts**, unless otherwise stated in the drivers briefing.
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.

- 4.4 Rotax classes 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.
- 4.5 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 Tyres

- 5.1 All tyres used must be as per the class requirement listed in following sections.
- 5.2 **Slick Tyres** - There is a limit of tyres that can be used. This is as follows:
- 5.2.1 Bambino – One set for the series

- 5.2.2 All other classes - 10 tyres. 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 of any kind.
- 5.2.3 New or used tyres can be registered.
- 5.2.4 A competitor may only register and use 1 set of slick tyres per race meeting. If a competitor has registered more than 1 set of tyres they must nominate a set, they will use for that meeting.
- 5.3 **Wet Tyres** – there is no limit on wet tyre allocation.
- 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 If a tyre is damaged it must be taken to scrutineering immediately and reported. The scrutineer shall assess the damage and approve any change. The replacement tyre shall count as one of the 10 tyres allowed for the series.

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 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 -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.*

8 Class Regulations

8.1 Bambino

- 8.1.1 Competitors must be aged between 6-8 years old.
- 8.1.2 White numbers on a black background displayed front, side and rear.
- 8.1.3 Weight of driver and kart at race end must be a minimum of 69kgs.
- 8.1.4 All weather LeCont MSA 04. Minimum tread depth of 1mm at race start.
- 8.1.5 Comer C50 engine which must be in its original standard condition as manufactured and conform in all aspects with the MotorsportUK Homologation fiche. Polishing, Grinding, Skimming, lightening, balancing or modifying of any component is strictly prohibited. This includes the exhaust & carburettor of which the inlet and outlet holes on both components must be unmodified. The carburettor must be the Dell'Orto SHA 12/14 L which must remain unmodified and conform in all aspects to the official homologation fiche. A 10mm carburettor restrictor MUST be used at all times. Full chainguard must be fitted.
- 8.1.6 A fixed gearing of 80T rear sprocket to be fitted.
- 8.1.7 Overall rear track width must not exceed 1100mm, measured at the

- widest point. Rear bumper and sidepods mustn't exceed the outer edge of the wheel. The rear bumper must cover at least 50% of the rear wheels at all times.
- 8.2 Cadets**
- 8.2.1 A race number must be registered with the club for the Championship. No two karts can have the same number. All numbers must be 2 digits, clearly legible and displayed on the front Nassau panel, rear bumper and both side pods.
- 8.2.2 All karts with experienced drivers must have red numbers on a yellow background.
- 8.2.3 All karts racing as NOVICE shall have White numbers on a Black background.
- 8.2.4 Weight including driver at end of the race 103kgs.
- 8.2.5 Slick Tyre - Dunlop SL3-MSUK
- 8.2.6 Wet Tyres: Dunlop Wets KT3
- 8.2.7 Engines will be regulated as per the MotorsportUK specs and fiches.
- 8.2.7.1 Honda T2 engines must comply with: Honda_GX160_TechRegs_V16.
- 8.2.7.2 Honda T1 Engines must comply with: Honda_GX160_TechRegs_V11a.
- 8.2.7.3 Engines do not require to be sealed, but the appropriate ABKC restrictor must be in place. Honda restrictor is 16mm
- 8.2.7.4 Exhaust - All Honda drivers must use the DEP001 or DEP002 exhaust.
- 8.2.8 A maximum of 2 engines can be registered for a race meeting. Engine 1 shall be fitted to race. Engine 2 can be used as a back-up/wet motor. If an engine change is required, this must be reported to scrutineering prior to changing. The scrutineer may instruct the competitor to leave the engine in Parc Ferme until racing is concluded for the day.
- 8.2.9 Overall rear track width must not exceed 1200mm, measured at the widest point. Rear bumper and sidepods mustn't exceed the outer edge of the wheel. The rear bumper must cover at least 50% of the rear wheels at all times.
- 8.2.10 Drop down nose cones are not mandatory and shall not be inspected in parc ferme.
- 8.3 Mini Max**
- 8.3.1 Competitors must be aged between 11-14 years old. Competitors with a National Licence can compete on the year of their 11th Birthday.
- 8.3.2 Black numbers on yellow background.
- 8.3.3 All karts racing as NOVICE shall have White numbers on a Black background.
- 8.3.4 A race number must be registered with the club for the championship. No two karts can have the same number. All numbers must be 2 digits, clearly legible and displayed on the front Nassau panel, rear bumper and both side pods.
- 8.3.5 Weight including driver at end of the race 132kgs (driver minimum 37.5kgs).
- 8.3.6 Dry - D2XX CIK slick tyres
- 8.3.7 Wet - Mojo W5 CIK treaded tyre
- 8.3.8 Rotax 125cc 2 stroke sealed or unsealed.
- 8.3.9 Engines will be regulated as per the MotorsportUK spec and fiches.
- 8.3.10 EVO & Non-EVO engines are permitted but must strictly comply with the JAG fiche.
- 8.3.11 125cc Rotax Evo can only run with DENSO digital battery ignition.
- 8.3.12 Restrictor in exhaust and carburettor to be fitted at all times: exhaust restrictor 20.3mm maximum, carburettor 37.8 mm minimum.
- 8.3.13 Overall rear track width must not exceed 1400mm, measured at the widest point. Rear bumper and sidepods mustn't exceed the outer edge of the wheel. The rear bumper must cover at least 50% of the rear wheels at all times.
- 8.3.14 Drop down nose cones are not mandatory and shall not be inspected in parc ferme.

- 8.4 Junior Max**
- 8.4.1 Competitors must be aged between 13-16 years old. Competitors with a National Licence can compete on the year of their 13th Birthday.
- 8.4.2 White numbers on a red background.
- 8.4.3 Novice drivers must have White numbers on a Black background.
- 8.4.4 A race number must be registered with the club for the championship. No two karts can have the same number. All numbers must be 2 digits, clearly legible and displayed on the front Nassau panel, rear bumper and both side pods
- 8.4.5 Weight including driver at end of the race 138kgs (driver minimum 42.5kgs).
- 8.4.6 Dry - D2XX CIK slick tyres
- 8.4.7 Wet - Mojo W5 CIK treaded tyre
- 8.4.8 Rotax 125cc 2 stroke sealed or unsealed.
- 8.4.9 Engines will be regulated as per the MotorsportUK spec and fiches.
- 8.4.10 Overall rear track width must not exceed 1400mm, measured at the widest point. Rear bumper and sidepods mustn't exceed the outer edge of the wheel. The rear bumper must cover at least 50% of the rear wheels at all times.
- 8.4.11 Drop down nose cones are not mandatory and shall not be inspected in parc ferme.
- 8.5 Senior Rotax**
- 8.5.1 Competitors must be aged 16 years and over.
- 8.5.2 162kg - All karts must have white numbers on a blue background.
177kg - All karts must have white numbers on a green background.
- 8.5.3 Novice drivers must have white numbers on a black background.
- 8.5.4 A race number must be registered with the club for the Championship. No two karts can have the same number. All numbers must be 2 digits, clearly legible and displayed on the front Nassau panel, rear bumper and both side pods.
- 8.5.5 Weight for each class as follows:
- 8.5.6 162 Driver and kart must weigh a minimum of 162kgs at race end.
- 8.5.7 177 Rotax Max Driver and kart must weigh a minimum of 177kgs at race end. Driver must weigh a minimum of 80kgs with racing gear to be eligible for 177 class.
- 8.5.8 Dry – D5 CIK slick tyres
- 8.5.9 Wet - Mojo W5 CIK treaded tyre
- 8.5.10 Rotax 125cc 2 stroke sealed or unsealed.
- 8.5.11 Engines will be regulated as per the MotorsportUK spec and fiches.
- 8.5.12 Overall rear track width must not exceed 1400mm, measured at the widest point. Rear bumper and sidepods mustn't exceed the outer edge of the wheel. The rear bumper must cover at least 50% of the rear wheels at all times.
- 8.5.13 Drop down nose cones are not mandatory and shall not be inspected in parc ferme.
- 8.6 KZ Gearbox**
- 8.6.1 Competitors must be aged 16 years and over.
- 8.6.2 All karts racing with an MSUK licenced driver must have white numbers on a green background.
- 8.6.3 A race number must be registered with the club for the championship. No two karts can have the same number. All numbers must be 2 digits, clearly legible and displayed on the front Nassau panel, rear bumper and both side pods.
- 8.6.4 Weight of driver and kart at race end must be a minimum of 180kgs.
- 8.6.5 Dry - Le Cont SVC 'CIK'
Wet - Le Cont SV1
- 8.7 Engines will be regulated as per the KTE for racing in Scotland.
- 8.7.1 Overall rear track width must not exceed 1400mm, measured at the widest point. Rear bumper and

sidepods mustn't exceed the outer edge of the wheel. The rear bumper must cover at least 50% of the rear wheels at all times.

- 8.7.2 Drop down nose cones are not mandatory and shall not be inspected in parc ferme.

9 Complaints

- 9.1 Should a competitor wish to make a complaint about a ESKC event please

put this in writing to the Club Chairman at: graeme.mays@googlemail.com

Please note that no appeals or changes of results can be made.

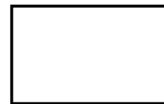
- 9.1.1 If someone is deemed to have brought the club into dispute either in person or through social media the ESKC committee may need to take action against the individual/s.

10 Flags & Signals

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



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



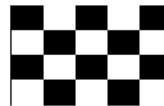
Black/white diagonal flag with kart number displayed WARNING TO DRIVER



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

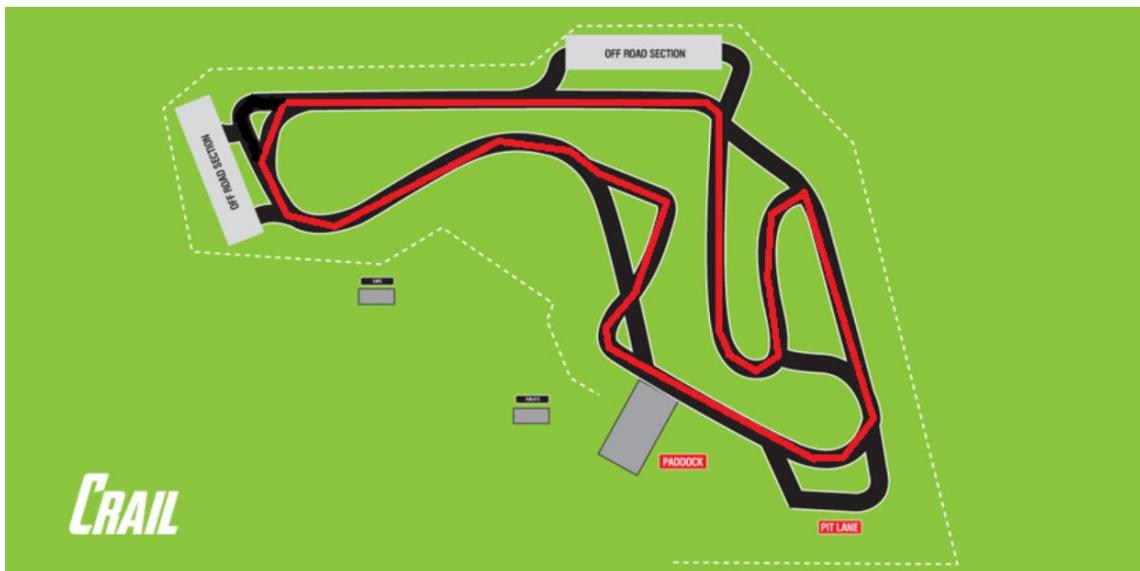
11 Track Layout

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.

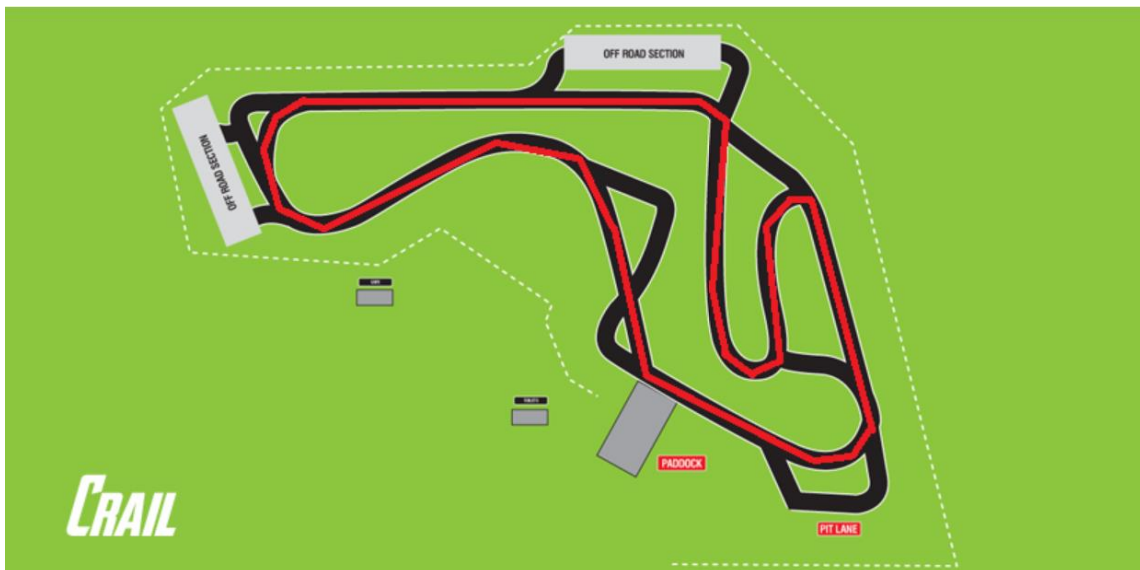
For open practice, the default track must be used. Only the ESKC committee can alter the track layout.

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.

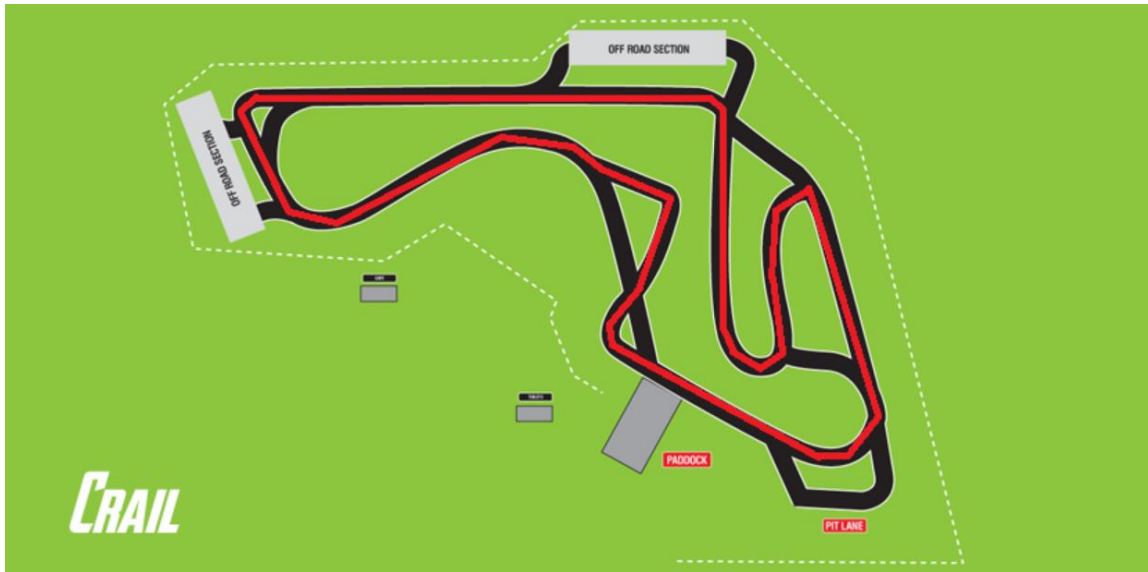
Track layout 1: Default



Track Layout 2:



Track Layout 3:



Track Layout 4:

