



**The Brentwood Karting  
Junior Race League**

**Official Rule Book**

# **1. About the Junior Race League**

## **1.1 Guidelines**

The Race League consists of two categories; Cadets and Seniors.

Drivers are placed into categories depending on their height.

Both categories have separate championship tables, giving each driver the best possible chance of competing at a level standard.

## **1.2 Arrival**

Cadets and Seniors are required to arrive at 8.30am and must sign in at reception.

Please see pointer 1.4.3 for a timetable.

### ***1.2.1 Late Arrival***

Drivers must call ahead if running late; it is the Race Directors discretion as to whether or not that driver is allowed to race if no call is made.

## **1.3 Presentation**

Presentation for the previous week will take place at 9.05am.

## **1.4 Format**

Each race meeting will consist of:-

- A short practice session, given to both categories.
- All drivers will then receive three 10 minute heats.
- The grid set up for each heat is selected by the computer for the Cadets and a qualifying session for the Senior's.

### ***1.4.1 Split Categories***

Depending upon the amount of drivers per category, there may be the need for the Race Director to split the categories due to availability of karts on track. (Seniors maximum is currently 13 September 2011 and Cadets maximum is 10 September 2011)

### ***1.4.2 Rolling Starts/ Reverse Circuit/ "0" plate/ "R Plate"***

From the three heats for the Seniors, two heats will be a Rolling start, explained under pointer 4.2.1

For week 6 and 9 the drivers in the senior championship will race the 825meter circuit in reverse.

Both cadet and senior championships will take part in an "0" plate round, this will take place on week 3, the winning driver will complete the season with the esteemed "0" number board. The Seniors will race for the "R" plate on week 9, this will take place on the reverse circuit, the winning driver will complete the season with the esteemed "R" number board. For the R Plate please see pointer 4.2.5.

8.30am	Arrival	
8.35am	Cadet Practice	Approx 10 min
8.50am	Senior Qualifying	Approx 10 min
9.05am	Previous Weeks Presentation	Presentation of previous weeks results, including trophies for winners
9.25am	Cadet Race 1	10 min race
9.40am	Senior Race 1	10 min race
9.55am	Cadet Race 2	10 min Race
10.10am	Senior Race 2	10 min Race
10.25am	Cadet Race 3	10 min Race
10.40am	Senior Race 3	10 min Race

### **1.4.3 Timetable**

*Please note that times stated are approximates and are subject to change depending on events throughout the morning or pointer 1.4.1 (split categories)*

## **1.5 The League**

The League is held every Sunday morning for a 12 week period. Over the course of 12 weeks, the drivers will be able to drop their two lowest scoring weeks allowing the best 10 scoring rounds to count towards the Championship title.

*Please note.* A driver no show will result in 0 points but still count as a scored round and therefore form part of the dropped rounds.

*Please note* , All drivers taking part in the Senior Championship will also drop their lowest scoring race from each week. (Any point dedications received during this dropped race cannot be dropped and must stand)

## **1.6 Points System**

Cadet League Point Allocation is as follows:-

- 1st 10 points
- 2nd 9 points
- 3rd 8 points
- 4th 7 points
- 5th 6 points
- 6th 5 points
- 7th 4 points
- 8th 3 points
- 9th 2 points
- 10th 1 point

Senior League Point Allocation is as follows:-

- 1st 15 points
- 2<sup>nd</sup> 12 points
- 3rd 10 points
- 4th 8 points
- 5th 6 points
- 6th 5 points
- 7th 4 points
- 8th 3 points
- 9th 2 points
- 10th 1 point

## **1.7 Fastest Lap**

For each race meeting the competitor that records the fastest lap from each category will receive 1 bonus point to go towards the Championship.

### **1.8 Penalty Points**

Penalty points are applied when an infringement in the rules has been made. The driver will be shown the corresponding warning on track. However penalties can still be applied after a race has finished. Points received from the race meeting will be deducted from the total points scored during that week for that driver. Please see Academy rules for further information regarding penalty points

## **2. Flags, Lights and Boards**

The use of flags, lights and boards are for the safety of those on the track and the Circuit Marshall's.

Flags and boards are used to enforce the rules and regulations when drivers are on track to regulate the safety of everyone. Below is a summary of each flag and board, please study these carefully as you do need to know them:-

### **2.1 Yellow Flag/Light**

#### **Caution**

When the flag is waved this means there is immediate danger slow down to half race speed and do not overtake. If drivers fail to slow down or overtake they are in breach of the rules and therefore can be black flagged/receive penalty points or disqualified from the race/ race meeting or the entire championship if deemed severe enough. Each kart is fitted with an electronic restrictor and if necessary the Race Director can order to slow every kart down, this will be used as a last resort.

### **2.2 Green Flag/ Light**

#### **Go**

This is waved to signal the start of the race. It is also waved after a cautionary yellow flag to signal the track is clear of any obstacles or debris and is therefore safe to continue racing.

### **2.3 Red Flag/ Light**

#### **STOP!**

When a race is "Red Flagged" it means the race has been stopped due to some condition that has made it unsafe to continue. Therefore drivers must come to a controlled but immediate stop. These conditions can range from weather problems to accidents or surface issues, for example oil or petrol spilt on the track. A Red Flag often means that the track has been completely blocked by an accident or debris and therefore needs more than just a yellow flag to resolve the

issue. Once the issue is removed then Marshall's will wave the Green flag to signal the continuation of the race or session.

#### **2.4 Waved Red and Yellow Flag**

##### **Prepare to STOP!**

These flags will be waved if an incident has happened and the race director requires all drivers to continue at WALKING PACE around the circuit until instructed to stop by a marshal with a single RED FLAG. (This is usually used if a race is to be restarted)

#### **2.5 Chequered Flag Finish**

This is waved to signal the end of the session or heat. In race conditions the race leader will receive the Chequered Flag to indicate that he or she has won the race. When the chequered flag has been waved drivers must continue slowly round to the pitlane entrance and wait at the lights for Marshall Instruction.

#### **2.6 Black and White Diagonal Warning Flag Minor Infringement**

This will be held stationary towards the offending driver to indicate he or she is not driving to an appropriate standard and therefore may penalty points if their driving does not improve. If their driving doesn't improve then they are liable to receive a black flag.

#### **2.7 Black Flag Major Infringement**

This will be either waved or held stationary towards the offending driver, and means they must return to the pits. It also means that this driver has received a 3 point penalty point deduction. If the driver ignores the black flag they are liable to be disqualified from the race meeting and any future race events run under the guidance of the NKA.

#### **2.9 Kerbing Board**

This will be shown to a driver that places more than 2 wheels on to the red and white kerbs to gain advantage. Driver may receive penalty points if they continues to use the kerbs excessively.

#### **2.9 Pedals Board**

Is shown if a driver is seen using both pedals at the same time. If they continue to do this they will put strain on the clutch and possibly break the kart. Karts that are damaged by the actions of a driver will not be replaced.

#### **2.10 No Contact Board**

This is a warning that the Marshall's have seen a competitor make contact and depending on the severity of the contact could mean a penalty point/s deduction. Karts that are damaged by the actions of a driver will not be replaced. Any driver seen making what is believed to be deliberate contact could receive a race ban and possibly race league disqualification.

### **2.11 Control Board**

The control board is displayed to any driver whom the Race League Director believes isn't driving their kart to an acceptable standard

### **2.12 ABC (Advantage by Contact)**

This board is shown to a driver if it is believed they have gained a position by contact. No points are deducted from the days score but the driver will be told, by a show of fingers how many drivers they have to let within the next lap (where possible). So that they regain their position held before the contact was made. A driver who receives this warning must not stop on circuit

### **2.13 Slow Down Board**

This board is displayed on the warm up lap before a rolling start in order to slow the drivers before the start

### **2.14 Re-Grid board**

This board is displayed after either a standing start or a rolling start due to a various number of possible factors. The Race Director will decide whether a re-grid is necessary in any certain instance, as all situations are different.

**Remember all penalty points received  
are to the Race Director's discretion**

## **3. Brentwood Karting Local Rules**

- 3.1** Drivers must not enter the pit lane or any other area of the circuit without authorisation from the Pit Marshal or Race Director.
- 3.2** All Karts must be driven in the proper manner. All drivers must adhere to the circuit rules, regulations and flags as laid out by Brentwood Karting Raceway staff.
- 3.3** If you believe your kart is not performing as it should, return it to the pitlane immediately where your concerns will be addressed. It is down to the Pit Mechanic – Not the driver - as to whether the kart requires changing. If the kart doesn't need changing, then the driver will be

asked to rejoin the race (without being reinstated into the previous running position)

- 3.4 Drivers must wear appropriate clothing. Helmets, gloves and race suits must be worn.
- 3.5 Drivers must never get out of their kart on the circuit.

### **Brentwood Karting Junior Race League additional rules and competitive standards.**

- 3.6 Parents and drivers are reminded that reasonable action has been taken to ensure that racing is run as fair as possible, and that all karts are tested to ensure their equality.
- 3.7 If a driver or parent has any questions whilst the championship is running then the Race League Director/ Host is available to answer any questions and deal with any issues. All other staff including marshals must not be approached as they are here to focus on the circuit safety.
- 3.8 Race fixing is strictly prohibited, any driver believed to be fixing a race which be done in a number of ways including, bullying of other drivers off the circuit, or affecting another drivers race on the circuit will be dealt with in a number of ways including a permanent driver ban. All drivers are advised to ask the Race Director any questions regarding this issue or if they believe they have witnessed any race fixing.
- 3.9 Tampering with karts – Anyone suspected of tampering with a kart will automatically be disqualified from that race meet and subject to a stewards enquiry, could find themselves being banned from competing in the league and any other NKA associated events.
- 3.10 The Race Directors decision is final, The Race League Director's decision is always final, any queries with the decision can always be discussed with the Junior Race League Director, however all parents and drivers must approach all staff with respect, any driver or parents swearing, shouting or showing no respect to the staff or any other driver, parent or person within the Brentwood Karting complex will be penalised heavily. The Race Directors decision is final.
- 3.11 The marshalling standard at Brentwood Karting is at a very high standard, however some drivers or parents may believe they have seen something a Marshal or Race Director has missed or seen differently, these issues can be discussed with the Race League Director/ Host.

## **4. Race League Rules**



## **4.1 Start Procedure**

Drivers must adhere to a certain set of rules outlined below for the start procedure

**4.1.1** When leaving the pit lane, drivers must keep left of the solid white line indicating the pit lane exit route. Drivers who cross this line may receive penalty points.

Drivers must then make their way to the grid; weaving and warming up tyres is allowed.

However, if any driver does spin off the circuit whilst warming tyres, they may be put to the back of the grid.

If other drivers overtake on the way to the grid, they too may be put to the back of the grid.

**4.1.2** Once drivers are waiting on the grid awaiting the green light which signals the start of the race they must not. Jump the start (start racing before the green light).

Tampering there kart in any way (this includes touching any other part of their kart other than the steering wheel, touching or "fiddling" with the engine or the throttle arm or any area around the fuel tank on the karts is strictly prohibited). See 3.8 & 6.4.

Double pedalling (having feet pressed on the brake and the throttle at the same time).

Roll forward (This is classed as a jump start) As the marshal returns to his/her post drivers must not move from their positions.

## **4.2 Rolling Start Procedure**

**4.2.1** As previously stated in pointer 1.4.2 one heat from each week for the Senior championship will be a rolling start, drivers must follow all the rules stated in pointer 4.1, however once the drivers have positioned themselves on the grid a green flag will be waved which will signal the start of the "rolling up lap" all drivers will leave the grid a begin a slow rolling up lap, all drivers may warm their tyres.

**4.2.2** As the driver enter the straight and head towards Paddock Bend 2 yellow cones will be positioned on either side of the straight, all drivers must be in grid position as they pass this point,

weaving, warming of tyres must end as the drivers pass this point and drivers must then continue slowly around the circuit with the pace being dictated by lead kart.

**4.2.3** As the drivers approach the grid they must stay to the left or right of the two red cones (depending on their starting position) positioned on the main straight, there must be no overtaking as the drivers approach the red lights, if all rules are followed the lights will turn to green, which will signal the start of the race. Drivers seen cutting across onto the opposite side of the circuit before they cross the solid white starting line will be penalised.

**4.2.4** If the lights positioned at the start line stay red the start has been aborted and the drivers must begin another rolling up lap and follow all rules on pointers 4.21, 4.2.2 and 4.2.3

**All aborted starts and start procedure rules are to the Race Director's discretion**

### ***"R" Plate rules and regulations***

**4.2.5** For all drivers participating in the Senior Championship week 9 will see a special "R" plate round, the circuit will be run in reverse and the winning driver will complete the rest of the season and until week 9 of the following season with the esteemed "R" number board.

**4.2.6** All driver taking part in the "R" Plate event MUST have had at least 1hours track time on the circuit in reverse (Practice sessions) or a 1-2-1 tuition session, this is to make sure all drivers taking part in the "R" plate have experienced the circuit in reverse.

## **5. Pitlane Procedure**

After the Chequered flag or when drivers return to the pitlane, they must ensure that the pitlane is entered at walking pace and obey the traffic light positioned at the entrance. Any drivers returning to the pitlane too fast, making contact, spinning in the pitlane, ignoring the traffic lights, or any form of unacceptable or dangerous behaviour in or around the pitlane after the Chequered flag will receive a warning. Penalty points, grid position penalties or a race ban may be applicable depending on the severity of the offence (this is at the Race Directors discretion). No driver is to enter the pitlane without the supervision of a Marshall or a Race Director.

## 6. Kart Performance

- 6.1** As previously stated in pointer 3.5 all karts are tested to ensure they are always at the highest possible standard, however of course breakdown's are inevitable when racing, If a break down occurs and the cause is unrelated to how the kart has been driven then a replacement kart will be given and the driver reinstated in the same position he or she was before the breakdown occurred.
- 6.2** If a driver returns to the pitlane with a kart complaint, a mechanic will visually check the kart to see if it has any noticeable issues and previous laptimes recorded for the kart in question will be checked. If the kart has no noticeable problems the driver will be sent back onto the circuit to continue racing. The driver will not be reinstated in his or her position unless the kart is changed. All drivers are advised to continue racing unless a kart has a serious or obvious error. (The statement "I don't like this kart" is not an acceptable reason to change kart)
- 6.3** If the Race Director believes a kart is under performing, the driver will be black flagged and a replacement kart will be issued.
- 6.4** Tampering with kart. Any driver believed to be tampering with karts in any way will be removed for the championship and wont be eligible to race in any future events run under the guidance of the NKA.

Important points.

**.Remember all penalty points received are to the Race Director's discretion and are subject to change depending on the severity of the situation.**

**Disagreements with the Race Directors decision may be discussed with the race director when all races have finished.**

**Remember the Race Director's decision is final.**