



[Junior Open Grand Prix 2017](#)

The Junior Open Grand Prix Championship is designed to offer junior drivers the opportunity to develop their race craft in competition with some of the fastest junior drivers at Mr Karting.

If you regularly attend our Junior Race School or Junior Kart Club sessions, or if you have experience from Arrive and Drive sessions and can lap our track in less than 19.5 seconds then Junior Open Grand Prix could be for you!

The Junior Open Grand Prix at Mr Karting is a cost effective stepping stone into motorsport, where all equipment is provided equal and the emphasis put on driving ability. Although the competition is serious, an emphasis on enjoyment is key to the series. Good luck!

Mr Karting changed ownership in October 2016, and the new management team have developed a new format for the series which it is hoped will add some additional excitement to the championship, based on their vast experience within the motorsport industry. However, the Junior Open Grand Prix at Mr Karting is nothing new. In fact, since the championship started in 2008 graduates from Mr Karting have progressed throughout the world of motorsport, most notably Jordan King who since starting karting in 2005 has won the British F3 Championship, is a race winner in GP2, was crowned FIA Young Driver of Excellence Driver of the Year and has tested a F1 car having been appointed development driver for Manor F1. Alongside Jordan as Mr Karting's talent of tomorrow graduates are Nick Yelloly (GP3 race winner) and Alice Powell (BARC Formula Renault Champion & Rising Star) to name but a few... and you could be next!

Driver Eligibility

This event is not suitable for drivers with limited karting experience due to the competitive nature of the series and the advanced ability of its competitors. We would expect all junior drivers wishing to compete in the series to have previously driven the circuit at Mr Karting, and be able to set a laptime faster than 19.5 seconds.

The championship is for Junior Drivers, aged between 10 and 16 years old. If it is the year of your 17th birthday, you will be able to compete in that years championship as long as you were 16 at the time of the first championship round. Drivers aged between 8 and 10 years old are able to compete in the championship, but only with approval from a Mr Karting Race Director due to the competitive nature of the series. It would be expected that they are able to display suitable ability, kart control and awareness to ensure their safety and enjoyment in the championship. Drivers must be a minimum height of 132cm, 4ft 4in, to drive at Mr Karting.

The Championship

The championship has 9 monthly rounds, held on the second Tuesday of the month between February and November (There is no round in August). 6pm arrival for 6:30pm start.

Each round will have a maximum capacity of 32 entries, on a pre booked first come first served basis.

Championship points are awarded for a drivers finishing positions in heat and final races at each round, with the exception of additional points awarded each round.

A drivers' best 7 round scores will count towards their CLASS championship position for 2017, the top scoring Junior kart driver, and top scoring cadet kart driver will be noted as their respective CLASS champions. (round scores where a driver has received a race exclusion or black flag cannot be used as a dropped score).

The overall 2017 Mr Karting Annual Junior Open Grand Prix Champion will be the driver with the highest point score after ALL 9 championship rounds.

The Junior Class will be made up of drivers competing in the larger Biz NG1 Karts, and the Cadet Class will be made up of drivers competing in the smaller Biz JK3 Karts. It is the race directors discretion to allocate a driver a suitable kart and therefore determine their class for the championship. Cadet drivers who graduate to the junior class during the championship will be able to transfer their points scored to date ONLY for their outright championship score, and not the specific class score or honours.

At the first championship round a driver competes in, both the driver and their assigned guardian will be required to sign a declaration agreeing to comply with the rules and regulations set out below for the championship. They will be expected to have read and understand the format, rules and procedures for the championship, as failure to abide will result in disciplinary action at the race directors discretion.

Price

While pre-booking is not compulsory, it is strongly advised. Entries to a round will be capped at 32 drivers on a first come first served basis. At 6:30pm prompt on event day the safety briefing will begin, any driver not signed in by this time will not be allowed to race (unless approved by the race director for the event).

If there is a situation in the final two rounds where the event is at full capacity, drivers who are mathematically in contention for the championship will be guaranteed an entry.

The price per round is £30 per driver. You can save money and book three rounds in advance for just £80 (instead of £90).

If you enter and pay for all 9 championship rounds before round 1 of the championship, then you can save 25% on entry costs. Pay just £200 (instead of £270), and get 9 championship rounds of racing!

The Format

For 2017 a new format is being used. It is intended to mix things up and hopefully bring more drivers into contention each round and towards the end of the championship campaign. A few twists should add to the excitement and keep the competition alive throughout the year.

Each championship round will be run to the same format (with the exception of round 6, see below organisers joker round details), only differing due to the number of drivers in attendance.

Following arrival and sign-in between 6pm and 6:30pm, drivers will be assigned equipment where required including helmets, gloves and racesuits (If using your own please ensure it is satisfactory with the race director of the meeting). All drivers are required to watch the NKA Karting Safety Briefing video, and will be further briefed by the Race Director for the event before the meeting begins.

While pre-booking is not necessary, it is strongly advised. Any late or unexpected arrivals may not be allowed to compete without notice once the briefing process has begun.

Draw for race numbers

Each driver will be assigned a number for the meeting. These will be picked at random by way of a public draw once all drivers are signed-in, with the first name drawn assigned number 1 for the meeting. (Any late or unexpected arrivals will be assigned the last number). The highest overall combined point scorer from the previous championship year will have the choice of using Number 1 for the following year, and if this is taken up they will automatically be assigned number 1 for each round in which they compete.

The reigning champion in the cadet class (*2016 Blake Angliss*) and the junior class (*2016 Jake Rubio*) from the previous year will carry a yellow number plate (this may vary, but a method of identification will be used for reigning champions competing at each meeting). The current points leader in each class will race with a blue number plate on their kart.

The Warm Up

Prior to competitive racing, each driver will complete 5 Laps of Track and Kart familiarisation. All drivers MUST take part in the warm up session, otherwise they will not be permitted to race (unless approved by a race director). If the race director has any concerns about a drivers performance in the warm up session it is at their discretion to make a decision on the drivers participation in the following races.

The Qualifying Heats

Each driver will compete in 6 x 8 laps point scoring heat races. Each heat race will have up to 6 drivers. Each driver will start one race from each grid position 1st to 6th, giving parity to all drivers.

Races will be a standing start, with the race start being signalled by illumination of the green startline lights.

Points are awarded for your finishing position each heat (8 points for First place, 7 for Second place, 6 for Third, etc), and are added to your championship score for that round.

The Finals

Every driver will compete a point scoring 15 lap Final.

The final grid positions are allocated according to drivers positions on the points leaderboard after all the heat races have been completed as follows:

Up to 14 drivers:

Final 1	Final 2
1st	2nd
3rd	4th
5th	6th
7th	8th
9th	10th
11th	12th
13th	14th

15-21 drivers:

Final 1	Final 2	Final 3
1st	2nd	3rd
4th	5th	6th
7th	8th	9th
10th	11th	12th
13th	14th	15th
16th	17th	18th
19th	20th	21st

22-32 drivers:

Final 1	Final 2	Final 3	Final 4
1st	2nd	3rd	4th
5th	6th	7th	8th
9th	10th	11th	12th
13th	14th	15th	16th
17th	18th	19th	20th
21st	22nd	23rd	24th
25th	26th	27th	28th
29th	30th	31st	32nd

The number of final's, and the allocation of grid positions will be assigned in accordance with the number of drivers in attendance, with a maximum of 8 drivers in each race (7 drivers if less than 22 competitors). The top point scorer after the heats will always take pole position in final 1, 2nd highest scorer pole in final 2 and so on to complete the grid for each of the final's.

Points are awarded for your finishing position (12 points for First place, 10 for Second place, 8 for Third place, 7 for Fourth place, 6 for Fifth place, etc). These Points are added to your Championship Score for that round.

This will see the conclusion of championship point scoring races for the round, with the exception of any additional points awarded at each round.

The Trophy Race

The Trophy Race is non-point scoring, with the exception of a single championship point for the race winner, and has no other impact on the championship score for a driver. Its purpose is to decide the podium trophy winners for the round only. This race will be 20 Laps, standing start.

The drivers to compete in this race are determined by the result of each final race. If 2 finals, 1st to 3rd in each final will graduate to the trophy race, if 3 finals, 1st and 2nd in each final will graduate to the trophy race, if 4 finals all four winners will graduate plus the fastest two 2nd place finishers, giving 6 drivers for the trophy race grid.

The grid will form in order of finishing position from the final races, with the winners taking the front grid slots, 2nd place finishers behind. The order will be determined by their fastest lap of the event so far including heat race lap times.

To expand, the fastest final winner will take pole position for the trophy race, 2nd fastest final winner will be second on the grid, 3rd on the grid will be the third fastest final winner if running 3 finals or the fastest second place finisher if running 2 finals (See below)

Trophy Race Grid Position	Driver (if 2 finals)	Driver (if 3 finals)	Driver (if 4 finals)
1	Fastest Final Winner	Fastest Final Winner	Fastest Final Winner
2	Second Fastest Final Winner	Second Fastest Final Winner	Second Fastest Final Winner
3	Fastest final 2 nd place finisher	Third Fastest Final Winner	Third Fastest Final Winner
4	Second fastest final 2 nd place finisher	Fastest final 2 nd place finisher	Fourth Fastest Final Winner
5	Fastest final 3rd place finisher	Second fastest final 2 nd place finisher	Fastest final 2 nd place finisher
6	Second Fastest final 3rd place finisher	Third fastest final 2 nd place finisher	Second fastest final 2 nd place finisher
7	Wild Card	Wild Card	Wild Card

The wildcard trophy race driver will be decided by the race director on the night, likely although not necessarily always by random draw. This driver will be granted a direct entry into the trophy race, from grid slot 7.

There are no points added to your Championship score for this race, except for the single point awarded to the race winner. This Race is for the Round Podium Trophies only.

Additional points

Fastest driver of the event (in each class): +1 point

Trophy race win: +1 point

These will be applied after the championship round is completed.

Trophies Each Round

1st, 2nd & 3rd in the trophy race

Top point scoring Cadet Driver Trophy

Top point scoring Junior Driver Trophy

Medal for Driver of the Day

Championship Trophies

After all 9 championship rounds have been run, and the points calculated, the championship trophies will be awarded accordingly:

1st, 2nd & 3rd Cadet Class (7 round scores to count)

1st, 2nd & 3rd Junior Class (7 round scores to count)

Overall Mr Karting Junior Open Grand Prix Champion 2017 – (overall highest scorer from all 9 rounds)

Driver of the Series

Prizes:

It is intended that alongside the championship trophies additional prizes will be awarded for each class champion and driver of the year, details of these to follow.

There will also be prizes for drivers who attend all 9 championship rounds.

Joker round

Each driver will be assigned one 'Joker round' to use at their discretion throughout the year. When this is used it will double their total point score for that round counting towards their championship total (it will be applied after the meeting and will not influence their point score during the meeting and therefore their final grid position in that round).

A driver must declare at signing on if they wish to play their joker round, and this cannot be changed once declared.

If a driver has not played their joker round before the final championship round, that will automatically be declared their joker round.

Organisers joker round

A Joker round cannot be played at the July championship round (round 6), as this will have a special joker procedure point score applied to one of its races by the championship organisers to all drivers in attendance – details of this special joker round will be announced by the organisers at signing on at this round.

Additional Information

In the event of a driver being tied on points in a championship round when it comes to allocating final grid positions, the order will be sorted according to each drivers' fastest lap time during the meeting so far with the faster taking the advantage. If there is a tied lapttime scenario, then the driver with the most higher place finishes in heat races will be given the advantage.

If there is a tied points situation in the championship points at the end of the year (either for class positions over 7 rounds, or for overall championship over all 9 rounds), then the driver with the most final wins will be awarded the higher position. If no final wins for either driver then the most second place finishes in finals etc will be used until an advantage is found.

If a driver breaks any rules or has demonstrated bad behaviour on or off the track they may face a penalty point's deduction. This is at the race director's discretion, and the severity of the penalty will be decided by the race director. The standard penalty would be 3 penalty points, but serious offences could receive a greater penalty. It is reminded that the actions of parents, guardians and guests on site linked to a driver competing are also responsible and actionable against the driver directly, and as such, penalty points for their actions can be applied to a drivers championship score.

If in the event that there are less than ten drivers present, the event may be run to a different format, for example each driver racing in 3 x 10 minute races with points applied comparably to a score achievable in an average attended event for the season.

The race directors' decision is final, and decisions must be accepted as being made in good faith by both the competitors and track officials. The rules and regulations set out are as guidance for all officials and competitors, but the ultimate decision remains the discretion of the appointed race director who is trained by the National Karting Association and appointed by the Championship organiser.

Safety is the principle concern, and instruction from a race director should be strictly followed by all competitors, parents/guardians and visitors during the event.

MOTORSPORT CAN BE DANGEROUS. Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. In respect of these, you are present at your own risk. Everyone who attends at a Mr Karting event does so entirely at their own risk whether they be competitors, officials, circuit-employees, organisers, spectators or guests.

Event Officials

Mr Karting is a National Karting Association (NKA) compliance certified track, risk assessed and insured to deliver kart driving services to its customers. Our Race Directors are trained and certified by the NKA, and are First Aid certified. Among our team of officials, we have a vast experienced in competitive motorsport.

For the Junior Open Grand Prix it is important for all competitors and their parents/guardians to appreciate that all Marshals are human and regrettably some mistakes can occur despite the best efforts of all concerned. All marshals are in radio communication with each other and the race director, and from their multiple viewpoints and based on their experience of motorsport and this specific track, decisions will be made as fairly as they see possible. It is impossible to see everything all of the time, but as a team we will endeavor to deliver fair, consistent and suitable officiating of the event.

Any official's primary focus for the event is the on track activity, and therefore any unnecessary attempt to distract an official from their duty during the event may result in disciplinary action being taken.

All officials will be identifiable by Mr Karting uniform, while track officials will be identifiable by high-visibility clothing.

Track Marshals:

Marshals will be located at various points around the circuit. The marshals are located in the best position to use the appropriate flag signals when necessary. The Marshals will observe driving standards and report to the race director anyone who falls outside of the expected standard. Marshals can recommend penalties/black flags to the Race Director, but the Race Director will make the final decision on all actions.

Race Director:

The Race Director is the clerk of the course for the event and therefore is in overall control of the action-taking place on the track. All decisions made by the Race Director will be final and there will be no right of an appeal or protest during the event (see below section on Protests).

The main objective of the Race Director is to ensure that the event runs smoothly with a high emphasis on safety and impartiality to all the competitors. If an incident occurs during the event, the race director will make his decision on the basis of advice of from the experienced track marshals.

The race director is the only official who can issue black cross, penalty, black flag, blue flag and other impacting decisions during the event. Marshalls will request permission from the race director who will take their information and consider it before making a decision.

Assistant Race Director & Informer

In some cases, the race director may appoint a secondary race director to observe and inform the principle race director from another viewpoint on the circuit. They will possess the necessary ability and experience to assist and decide on matters in conjunction with the principle race director.

First aider

All race directors at Mr Karting are first aid qualified

Driving Standards, Rules and Regulations & Expectations

Contact – ABC (Advantage by Contact)

Karting is a Non-Contact sport and this will be strictly adhered to in the Open Grand Prix Championship at all times. On the type of layout we run, under race conditions, some unavoidable contact will inevitably occur. However repeated and/or avoidable front to rear contact and aggressive or unnecessary side to side contact will not be tolerated.

It is possible that contact may occur as a result of a racing incident and no driver is to blame, therefore this will be judged accordingly with no action taken. In this case a 'No Contact' warning board may be shown to a driver.

In the case of avoidable or unnecessary contact a black and white warning flag will be shown to the driver.

If the offence occurs again in the race, or repeatedly through the event by the same driver, then this will escalate to a black flag offence and the driver will be disqualified from the race, and possibly excluded from the remainder of the event. There may also be a points deduction penalty applied at the discretion of the race director for such offences.

Black Cross – ABC's

In the case of 'Advantage By Contact (ABC)', a driver will be shown a black cross by the startline marshal. If a driver receives this they will be expected to forfeit the position gained and allow the disadvantaged driver to overtake them again (regardless of their position on track). A driver will have 2 laps to honour a black cross, otherwise they will receive a penalty of 3 points deduction for that race. Should the offence occur and a black cross be issued in the last 2 laps of the race, a driver has until the chequered flag to return the position otherwise penalty points may be automatically issued. If an incident occurs on the final lap where a driver will next see the startline marshal as the chequered flag is being waved, the black cross will be shown alongside the chequered flag, in this situation the driver will be awarded penalty points automatically unless the position was returned before crossing the finish line. In cases of deliberate or serious avoidable contact an instant black flag may be issued by the race director.

Points Deductions

Three or more warning flags during the meeting will result in a 3 point deduction at the end of the event and, at the time of the offence the race director will decide if the driver is allowed to continue participating in the event.

If you accumulate six warning flags during the season you will be deducted 5 points from your total points score at the end of the year, you will then incur a further 2 point deduction for every further two warning flags.

Blocking

Blocking and weaving to defend position is prohibited. You are allowed to move once across the track to defend your position, however more than once will be deemed blocking and the appropriate penalty will be given to the offending driver (Warning flag on the first offence in a race with a warning board 'Lines' or 'Defending', Black flag for repeated blocking and penalty point deductions at the race directors discretion).

It is important to note on this matter that any driver deliberately 'turning in' on another driver who is attempting to overtake, or leaning on another driver and running them out of room is not acceptable and will be treated as a blocking offence.

All driver must allow other competitors to race them, and a general rule is if the front of the challenging kart is more than half way along the leading kart on the inside/racing line then the challenging kart has track position sufficient to not be defended against.

Foul Language and Abusive Behavior

Any such behavior amongst drivers, spectators or parents will be not tolerated. This includes inappropriate hand gestures. Mr Karting operates a zero tolerance policy on this issue.

Blue flags

Mr Karting will only use blue flags when multiple karts are deemed to be in 'wheel to wheel' competition for position by the race director, and approaching lap traffic that could potentially hinder their progress (The lap traffic will be shown the blue flag and expected to hold their line and not obstruct the path of the faster karts. It is the lap traffics responsibility to be aware that not only one kart will be trying to pass and to drive accordingly.)

If the race leader, or other position drivers, approach a slower lap traffic kart, but are not being directly challenged for their position, then no blue flag will be shown and it is the faster drivers responsibility to overtake. If blocking occurs then the necessary warnings and action will be taken.

Red Lights

In the event of a red light scenario on track, all drivers are expected to come to an immediate but controlled stop. Any attempt to gain an advantage by creeping, overtaking or not stopping fast enough may result in a penalty being applied or the driver being pushed back to a reasonable position on track.

Should your kart be the kart which is the cause of the red light, a marshal will recover your kart. If you are deemed to have been unfairly caused to get stuck on the barrier as the result of contact, you may get reinstated into your position, however this is at the race director's discretion. Drivers intentionally causing red lights will not be tolerated.

Before and After the race

The driver is responsible for ensuring they are ready to race for their relevant track sessions which they are allocated. If the race director deems the track ready for the next race, it is at their discretion to wait for an unprepared driver before beginning the race.

Unsatisfactory behaviour in the pitlane before or after a race, or on track after the chequered flag (such as not slowing down to walking pace on the return to the pitlane after the chequered flag) may result in the drivers points for that race being voided.

Flags, Signals & Procedure

The general rules of Mr Karting and the National Karting Association will apply alongside the rules explained above, and will be explained in the safety briefing. Any important information, changes or differences in procedure will be explained to all competitors in the safety briefing. It is the drivers responsibility to ensure they understand the flag signals, event procedure and driving etiquette expected. Any uncertainty should be clarified with the race director or an official before driving.

The races in this event will be a standing grid start. The race begins when the green lights illuminate, NOT when the red lights turn off. Movement before the green lights come on will be classed as a jump start, and could result in a penalty being applied by the race director (most likely 2 points deduction).

Appeals and Disputes

There is no scope in the Mr Karting Junior Open Grand Prix Championship rules for any form of dispute or appeal during an event.

The Race Directors decision is final, and decisions must be accepted as being made in good faith by both the competitors and track officials.

Anyone who wishes to protest may do so in writing after the event has finished (this can be sent to info@mrkarting.co.uk with an appropriate subject heading). If this avenue of protest is not adhered to, the competitor stands to lose all the points accumulated on the day. Appeals submitted more than 48 hours after the event will not be accepted.

We would like to remind the parents/guardians that their behaviour also risks points being deducted from their child's points total.

The Safety of the drivers, spectators and the staff of Mr Karting is the main priority and will be a factor upon which most decisions are made, please remember this and consider your own and others safety whilst at the event. Protests or attempted appeals will not be entertained during the meeting. The marshals and the Race Director will be positioned at all the appropriate places to view the track action and incidents. All Marshals are human and regrettably some mistakes can occur despite the best efforts of all concerned. Please remember that the event is run to the best of everyone's ability and we take extra care in staffing the event with experienced marshals. Any abusive language to the track staff or Race Director will not be tolerated. This may result in a point's deduction or disqualification from the meeting.

Final words

The organisers would like to wish all competitors the best of luck for 2017, but remember to keep the racing fast, fair and enjoyable.

See you trackside!

The Mr Karting team.

For more information please email info@mrkarting.co.uk or call 01926833444

Drivers wishing to get more experience on track are welcome to attend our Junior Kart Club which is held fortnightly on a Saturday morning, or book arrive and drive sessions.

Those wanting some tuition to improve their laptime or racecraft should contact Stuart@mrkarting.co.uk or book a private tuition session – details available on request.

