



2024 Sprint Series regulations.

The Sprint Series at Mr Karting at Adventure Sports Warwick is a cost effective stepping stone into competitive 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!

However, the Competition racing at Mr Karting is nothing new. In fact, since championship racing at Mr Karting started in 2008 graduates from Mr Karting have progressed throughout the world of motorsport, most notably Jordan King who since starting karting in 2005 at Mr Karting 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. In 2018 Jordan raced in Indycar in America and will race in America's iconic Indy500 in 2019 as well as competing in the World Endurance Championship in 2019. Alessandro Ceronetti finished the 2014 championship on the Mr Karting Cadet podium, and since went on to claim the 2017 MSA English Karting Championship and finish 4th in the IAME X30 Karting International Finals! Alongside Jordan and Alessandro, as Mr Karting's 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!

Championship ethos:

2024 Mr Karting Sprint Series with TB Kart!

Affordable Racing:

Race every month for under £500 a year, even less for Juniors!! Unbelievable value – you can't even buy your tires for a year in owner driver karting for that price!

Accessible for Everyone:

Whether you're a junior or senior, pro or rookie, heavyweight or master – we've got a class for you! No matter your experience or ability, get on track and enjoy kart racing! Drive from 8 years +

Competitive Action:

Feel the adrenaline of intense competition! In 2023, 30% of our drivers WON races – from #1 world-ranked drivers, karting champions to rookies in their first year!

Mixed Grids for Exciting Racing:

No proessional racing here! If you can drive, you can win! Our mixed grid format ensures fairness, competitiveness, and excitement for all racers.

Fair and Fun:

Our karts, built by TB Kart in Italy, are designed to race standards. Our marshals are racers themselves, ensuring fair play. Race hard, race fair, and most importantly, enjoy every moment!

Rewarding Victories:

Crown yourself champion on the podium! Thanks to TB Kart, our senior winner gets a chance to race in Italy for the TB Kart International finals and potentially secure a Factory drive at the Las Vegas Supernationals – the world's biggest showcase kart race! Along with other amazing opportunities along the way for all classes!

2024 Sprint Race Dates:

All race dates are provisional and subject to change.

WINTER SPRINTS

WINTER SPRINTS Round 1

Juniors - Thursday 25th January

Seniors - Friday 26th January

WINTER SPRINTS Round 2

Juniors - Thursday 22nd February

Seniors - Friday 23rd February

WINTER SPRINTS Round 3

Juniors - Thursday 28th March

Seniors - Friday 29th March

SPRING SPRINTS

SPRING SPRINTS Round 1

Juniors - Thursday 25th April

Seniors - Friday 26th April

SPRING SPRINTS Round 1

Juniors - Thursday 30th May

Seniors - Friday 31st May

SPRING SPRINTS Round 1

Juniors - Thursday 27th June

Seniors - Friday 28th June

SUMMER SPRINTS

SPRING SPRINTS Round 1

Juniors - Thursday 25th July

Seniors - Friday 26th July

SPRING SPRINTS Round 1

Juniors - Thursday 29th August

Seniors - Friday 30th August

SPRING SPRINTS Round 1

Juniors - Thursday 26th September

Seniors - Friday 27th September

AUTUMN SPRINTS

AUTUMN SPRINTS Round 1

Juniors - Thursday 31st October

Seniors - Friday 25th October

AUTUMN SPRINTS Round 1

Juniors - Thursday 28th November

Seniors - Friday 29th November

AUTUMN SPRINTS Round 1

Juniors - Sunday 29th December

Seniors - Sunday 29th December

*Entry strictly at the race directors discretion

Driver Eligibility

This is a championship competitive race event. It would be expected that all drivers wishing to compete are able to display suitable ability, kart control and awareness to ensure their safety and enjoyment in the championship.

Entries must be approved by the race director prior to competing, Mr Karting has the right to refuse entry to a driver at any point without dispute.

Drivers will be required to complete practice laps prior to racing.

2024 Sprint Series Championship
12 Monthly Race Events

WINTER SPRINTS
January, February & March

SPRING SPRINTS
April, May & June

SUMMER SPRINTS
July, August & September

AUTUMN SPRINTS
October, November & December

1 Championship - 4 Sprint Series - 12 Months - 36 Races
Monthly - three point scoring races from mixed grid positions to provide fair, exciting and competitive racing for all drivers
Four seasonal sprint series winners in each class - combined scored of three months (best 8 from 9 races to count)
All 12 months combine to crown a 2024 champion both in each class and also outright champion (best 30 rounds from 36 races to count)
Race to win, or race for fun! - Race every month, or just when you can.
Either way, enjoy kart racing in the great outdoors in Warwickshire!

The Championship's

For 2024, there are several competitive elements.

Each month will have one sprint race event for each class, on the above dates. Each month will award 'round' trophies based on that events results.

Four seasonal sprints:

Winter (January, February, March), Spring (April, May, June), Summer (July, August, September) & Autumn (October, November, December) - each seasonal sprint includes three rounds, with three races each round.

A drivers best 8 from 9 races count towards the seasonal series standings.

An overall standings both for each class individually, and overall, for each seasonal period series will be issued, with champions crowned.

1 championship:

All of the 12 monthly rounds from the Seasonal Sprints combined, giving 36 races with a drivers best 30 races to count towards the overall championship standings.

A champion will be crowned in each class and overall standings.

TB KART INTERNATIONAL RANKING:

Each of the sprint rounds for seniors is a point scoring opportunity for the TB KART International Rankings. The details for this are available on request.

There may be additional race events with different formats, as a point scoring opportunity to the TB KART International Rankings, it is not exclusive to the Sprint Series events.

The scoring system for the TB KART International rankings from sprint series events will be ranked on the overall standings at the end of the event, with the points allocated accordingly. Where classes have more than 8 competitors, they will have their own points allocation. Classes with less than 8 drivers will combine with other classes to form a combined standings, and then TB KART International Ranking points awarded accordingly, as per the TB Kart International Ranking recommended regulations.

The TB Kart International ranking has two elements, the world rankings, which includes any TB Kart scoring race event at any TB Kart venue.

The track TB KART RANKING takes a drivers best 12 scores from that specific tracks events only, with the top scorer being crowned track champion, regardless of their position in the world rankings, or total number of events completed.

The invitation to race in the International finals is provisionally offered to the track champion, and previously has been awarded to each senior class champion, with details to be confirmed.

At the first championship round a driver competes in, both the driver (and their assigned guardian for competitors under 16 years of age) will be expected to have read and understand the format, rules and procedures for the championship and to comply with the rules and regulations set out below for the championship, as failure to abide by these will result in disciplinary action at the race director's discretion. It is important to note that the actions of a parent or adult can and will influence directly on the participation of the junior driver competing. If a competitor is unsure about anything in the regulations, they should seek clarification prior to competing.

CHAMPIONSHIP CLASSES:

There are multiple championship classes. This is to encourage competitive racing suitable for all drivers based on age, ability and competitiveness. Drivers can switch classes each seasonal period, by choice or by race directors discretion, to ensure fair competition for everyone throughout. Drivers cannot compete in more than one class in the same scoring period series.

The class of a driver is strictly at the race directors discretion.

Juniors:

For our fastest junior kart racers! Drivers aged approx. 8– 14. Drivers must be taller than 145cm to drive our junior karts.

Drivers should have significant karting experience at Mr Karting, or hold an 'ARKS' kart race license.

Junior Rookies:

For drivers with limited karting experience looking to develop their driving further and experience racing for the first time. Drivers aged 8-14, Drivers must be taller than 145cm to drive our junior karts. Drivers must have driven at Mr Karting previously or have expressed consent from the race director to participate. While still competitive, this class is run with the experience and development of drivers a core element to the event. Drivers who have completed a full season of racing in rookies will be upgraded to the pro class unless the race director decides otherwise.

Seniors:

For our fastest drivers over the age of 14. 145cm minimum height applies.

Senior Heavyweights (Inc Masters & Ladies):

For drivers weighing over 90kg in racewear, to offer enhanced driver parity and competition.

Entry to this class is at the race directors discretion, with a tolerance allowance considered.

Drivers over the age of 50 years can compete within this sub class.

Females can if they choose compete within this sub class (or regularly against pro's if they wish)

Senior Rookies:

For drivers aged 14+ with limited karting experience looking to develop their driving further and with limited experience of racing. Entry to this class is at the race directors discretion.

(The Heavyweight, Masters, ladies and Senior Rookies classes will all compete in the same race, and score points as one class, with trophies awarded to the winner in each sub class. If entries for both of the sub classes are sufficient enough then a separate grid and race for that senior sub-class will be run), this would require a minimum of 8 drivers in both Rookies, and the other combined sub classes to ensure a good level of competition).*

ROOKIE WINNERS – defend classes:

If you win a point scoring period series as a rookie driver, you will automatically be upgraded to a pro for the next scoring period. A rookie champion in any series cannot compete in the next series period as a rookie. Following one scoring period as a pro, at the race directors discretion, the driver may return to rookies in the interest of competitive ability.

Multi-class 2024 scores.

Drivers who move classes through the year, from rookies to pro, will score for the overall season in the class in which they completed most races, typically two seasonal series or more.

Drivers who graduate from junior to senior, will score for the 2024 championship as a senior.

The race director reserves the right to combine classes where required based on entries, in this situation, points are awarded based on race result regardless of class. Trophies for the overall event standings will still be issued by sub class. The race director will endeavour to maximise competition.

Drivers Aged 14 –

If a driver is already 15, they must compete as a senior.

If a driver is 13, they must compete as a junior.

If a driver turns 14 within a seasonal sprint period, they will complete that seasonal series as a junior.

A driver who is 14 throughout the seasonal period will be eligible and typically be assigned a senior driver. However, in the interest of suitability, competition fairness and safety, the race director retains the right to allow a competitor aged 14 to compete as a junior OR a senior.

If a driver turns 15 within a seasonal sprint period, they will complete that seasonal series as a senior.

Once a driver has competed as a senior, they cannot return to junior competition.

This means a seasonal sprint period is competed completely within one class, and series standings applicable accordingly. The overall championship offers the same race opportunity to all drivers in all classes across the entire year, so changing class between seasonal scoring periods does not impact overall championship standings.

Price

The price per round is £35 per driver in Juniors, and £45 per driver in seniors.

Discounted race entry:

Drivers can benefit from a discounted race entry if they enter and pay for all three rounds of the seasonal sprint series up front. Juniors £99 per seasonal sprint, Seniors £120 per seasonal sprint.

The entry price includes the championship race format (*additional paid practice is available). All equipment is provided. Avoidable damage caused through competitors negligence or misbehaviour may be charged.

While pre-booking is not compulsory, it is strongly advised.

Once the safety briefing begins, any driver not signed in by this time will not be allowed to race with no refund issued (unless approved by the race director for the event).

With it being a limited entry event, If your entry is cancelled within 24 hours of the race event then no refund will be issued unless that place can be resold to another competitor.

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

The Format

For 2024, Championship racing at Mr Karting at Adventure Sports has an exciting new look!

Each class will race to the same format, as outlined below.

Each championship round will be run to the same format, only differing due to the number of drivers in attendance. Following arrival and sign-on, drivers will be assigned equipment where required including helmets, gloves and race suits (If using your own please ensure it is satisfactory with the race director of the meeting).

All drivers are required to attend the race directors safety and event briefing. First time drivers at Mr Karting will be required to watch the NKA Karting Safety Briefing. Any driver unsure about anything MUST raise their concern to the race directors PRIOR to racing.

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.

Practice:

All drivers will participate in a 5 lap (juniors) or 5 minute (seniors) (depending on class and conditions) practice session to familiarise themselves with their kart and the circuit.

Additional practice*:

An additional 15 minute practice session is available prior to the main race event. Please contact us to book this prior to arrival.

RACES:

Each driver will compete in three races.

The grids for these races are randomly distributed across all drivers in that competing group/class. Each driver will get the chance to compete from the front, middle and back of the grid to encourage competitive and fair racing opportunity for all drivers. The addition of each drivers grid positions will fall within a calculated tolerance to ensure fair grids for all drivers.

Grids will either include ALL drivers within a class in every race. Or, if entries require, a class, or combined classes, will compete together across a series of heats. For example, the rookie class may have four races, and as a driver you will race in three of these. It is the responsibility of the competitor to ensure they know which class and races they are in.

Any class with less than 8 drivers may be combined with another class at the race directors discretion. In this situation, points are awarded based on the race finishing order regardless of class. Trophies are still awarded by class position in the event standings, and championship points for the 2024 series.

Races are 10 laps for juniors, 12 laps for seniors. The Race director reserves the right to adjust race distance due to track conditions or other factor. It is expected in wet conditions for the overall race duration to not exceed 10 minutes.

Points are awarded based on finishing position in each race.

Points:

1st place: 21

2nd place: 18

3rd place: 16

4th place: 15

5th place: 14

6th place: 13

7th place: 12

8th place: 11

9th place: 10

10th place: 9

11th place: 8

12th place: 7

13th place: 6

14th place: 5

15th place: 4

16th place: 3

Trophies Each Round

1st, 2nd& 3rd in each class based on points standings after all races are complete. All races on the night count towards a drivers score.

All competing Juniors will receive a medal.

Events with combined classes – trophies for top three in each sub class, regardless of their position in the overall standings.

There may be occasional prizes or medals at some rounds for driver of the day at the race directors discretion.

Championship points:

SEASONAL SPRINTS:

Four seasonal sprint series winners in each class - combined scored of three months (best 8 from 9 races to count)
Each monthly event features three races for each driver. Points are awarded based on finishing position. Each season will therefore have 9 point scoring races. A Drivers best 8 race results will count to the overall seasonal sprint standings.

2024 CHAMPIONSHIP:

All 12 months combine to crown a 2024 champion both in each class and also outright champion (best 30 rounds from 36 races to count)

Competitors will have the opportunity to either miss two complete rounds OR drop ANY six individual races with their lowest scores towards the 2024 championship standings.

A driver retiring from a race having completed less than 50% distance will score 0 for that race.

A disqualification will be scored 0 points, and CANNOT be dropped in a championship score.

Championship Trophies

- Seasonal series will have a trophy for the top scoring driver in each class.
- The 2024 championship will present trophies to the top three scoring drivers overall, combined scores of all competing drivers across all classes. A driver of the year award may be presented at the race directors discretion. Each class top point scorer will be presented a championship trophy.

Prizes:

It is intended that alongside the championship trophies additional prizes will be awarded, details of these to follow.

The championship presentations will likely take place at the final round for each class.

It is likely that some prizes may be awarded for certain classes, seasonal sprint series etc.

Certain prizes may have limitations on recipients, both in criteria to use the prize, or number of prizes received.

This is solely at the race directors discretion to ensure suitable and fair reward for as many competitors as possible.

Additional Information

KARTS:

Karts will be assigned to drivers for the event randomly. This could be a specific kart for the entire event for each driver, or different karts for each race. Every effort is made to ensure the closest possible fleet parity to enhance competition. All karts are checked prior to use.

Kart changes are permitted at the race directors discretion (the RD must be satisfied that there is an issue with the kart to be swapped, and only if a replacement kart is available). However, once you swap a kart, you cannot swap back.

In the event of a driver being tied on points in a championship round when it comes to allocating final standing positions, the order will be sorted according to each drivers' highest finishing position, the better the high position taking the advantage. If there is a tied position situation, then the secondary tie break will be fastest laptime of the event.

If there is a tied points situation in the championship points at the end of the year, then the driver with the most race wins will be awarded the higher position. If no race wins for either driver then the most second place finishes 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 at the race directors discretion. This is at the race director's discretion, and the severity of the penalty will be decided by the race director.

A black flag offence will lead to a 0 score for that race. An exclusion from the race penalty will result in the total score for that driver being 0, and will not be able to be used as a dropped score in any championship standings. A disqualification MUST be a counted score.

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.

Contact details:

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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 Sprint Series 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 within 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 endeavour to deliver fair, consistent and suitable officiating of the event. We do not expect all decisions to please all competitors all of the time, this is an inevitable part of motorsport, but please respect the officials decisions.

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, this applied to both competitors and also those in attendance with an associated competitor.

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.

Please be aware that in the interested of issuing penalties, we endeavour to issue them trackside within two laps of the offence and notify the driver, however, this may take longer in some cases while evidence is discussed and reviewed to ensure the correct penalty is applied fairly, this may result in the penalty being issued post race. A drivers patience and acceptance of this is expected in the interests of fairness to all competitors.

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 and fairness in competition to all the competitors. If an incident occurs during the event, the race director will make their decision on the basis of advice of from the experienced track marshals.

The race director is the only official who can issue 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.

The race director will have adequate experience within motorsport to fulfil this role fairly and effectively.

The race director has access to circuit CCTV to review any incident they require to make an informed decision should they need.

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 or take control of the circuit if required. 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's race events are first aid qualified

Driving Standards, Rules and Regulations & Expectations

Contact –

While we encourage hard and competitive racing and appreciate a drivers desire to win, we expect respectful, patient and fair racing from all participants.

Karting is a Non-Contact sport and this will be strictly adhered to in the Sprint Series at all times. On the type of layout and format we run, under race conditions, some unavoidable and accidental contact will inevitably occur. However repeated (even if unintentional) and/or avoidable front to rear contact and aggressive or unnecessary side to side contact will not be tolerated. This includes overtaking attempts where you believe you got to the gap but 'lean' on the other kart to keep the gap open and maintain or control your karts speed and direction, in a forceful manoeuvre (we will anticipate what may have happened had the other kart not been there, ie, would you still have made the apex etc).

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 at the race directors discretion, and possibly excluded from the remainder of the event. There may also be a penalty applied at the discretion of the race director for such offences.

For contact offences, a driver will be shown a black and white warning flag, or by the startline marshal, a circuit marshal and possibly the digiflag.

ABC (Advantage by Contact) or BAP (Bump and Pass) - Penalty

In the case of 'Advantage By Contact (ABC)', a driver will be shown a penalty board by the startline marshal or a circuit marshal, it will also be displayed on the digiflag if in use and notifications system.

It is important to note that an immediate reaction from the trackside marshals may be to show a no contact warning to the driver, while the marshals discuss and agree on an appropriate or necessary penalty, in which case the penalty board if required will be displayed in the following laps or post race (we do endeavour to issue a penalty board as quickly as possible, but also endeavour to make a correct, informed and suitable decision as officials.)

If a driver receives a penalty, or believes they have completed a potential ABC manoeuvre, and allow the disadvantaged driver to overtake them again (regardless of their position on track), the race director may use their discretion to adjust the penalty applied on a unique situation basis of suitability, remembering that the other driver is still disadvantaged by the scenario.

Warnings/Points Deductions

Two or more warning flags during the race and or event may result in a penalty to a race result, or championship point score. The race director will decide if the driver is allowed to continue participating in the event.

Drivers who accumulate multiple consistent warning flags during the season at consecutive or multiple events may 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 at the race directors discretion. It will be recommended that a driver receiving a warning for the same offence at three consecutive meetings, or three offences in less than three meetings is considered for penalty and assessed on their future participation.

Retirements

Any driver retiring from a race on their own decision will be awarded points for last position in that race, as long as they have completed more than 50% race distance. But should they then appeal a decision or complain about anything to a race director from the race in which they retired, no additional points will be awarded due to them post race following their own decision to retire.

Mechanical Failiures

All karts will be tested and inspected prior to the racing and to the best of our ability will be equally competitive and

in good working order. However, motorsport is such that mechanical failures will inevitably happen and are unavoidable. If this happens during a race, a driver will be issued a replacement kart (unless the damage is a result of their own driving), it is the race directors discretion to reinstate them into a race position from prior to the failure. All drivers are encouraged to continue racing on track and raise their hand to stop the session, as retirement into the pits for mechanical failures cannot result in points being reinstated or awarded for the misfortune of this scenario.

Driving at 100%

At all times, all drivers should try to compete to 100% of their ability. No attempt should be made to gain an advantage by driving intentionally slow or dangerously. This includes purposely allowing your kart to roll into the barrier following contact to cause a race stoppage in hope of being reinstated. If this is judged to have happened by the race directors then the driver will not be reinstated and a penalty could be applied.

Blocking

Blocking and weaving to defend your position is prohibited. You are allowed to move or alter from your typical racing line once across the track to defend your position. More than one change of line or track position will be deemed as excessive defending or blocking and the appropriate warning or penalty will be given to the offending driver.

Over defending and blocking can also include increased use of the brakes to slow following karts in sections of the track where braking is not normally required to maintain race pace.

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. In the interest of fair racing, you cannot expect to drive through another kart, and must respect their space and position on track.

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 at the normal braking or turning point on the circuit then the challenging kart has track position sufficient to not be defended against. Likewise, on the entry and exit of corners, if you try to maintain your position around the outside and run out of track this will not be judged to be the other karts fault.

Foul Language and Abusive Behavior

Any such behavior amongst drivers, spectators or parents will be not tolerated and can lead to disqualification without dispute. 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, ensuring they are predictable. It is helpful if the kart being lapped indicates to the faster approaching karts which side they wish to be passed on to ensure they are not hindered in their progress)

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.

The race directors responsibility is to blue flag the backmarker on the first occurrence of a race leader approaching. While every effort will be made to enforce and show the blue flag in the above for all positions approaching backmarkers, once the backmarker has seen the blue flag one they are expected to anticipate multiple situations upcoming.

Red Lights

Red lights are full course, and apply to all drivers simultaneously.

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.

It is the drivers responsibility to be aware of the lights for the restart to give themselves the best chance of maintaining their position.

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, alternatively you may just be assisted in continuing and a penalty applied to the offending driver.

Drivers intentionally causing red lights will not be tolerated and penalties or exclusions may be applied.

Yellow flags / lights

Mr Karting at Adventure sports uses yellow traffic lights on the entry to every corner, positioned in drivers line of sight.

If you see a yellow flag or light you must slow down to a controlled speed, strictly no overtaking and be aware of potential hazards on the track ahead such as marshals, or other karts recovering from an incident. It is expected to see a noticeable drop in pace under yellow flag areas, otherwise a time penalty may be applied. It is not expected that you continue at pace to catch the kart in front gaining an advantage under yellow flags, this will result in a penalty.

Yellow lights are full course, and apply to all drivers simultaneously.

Yellow flags are waved on each marshal position.

However, While the rules on driving standards under yellow conditions are the same, there are two scenarios you may encounter yellow conditions on circuit, with the aim being to maximise the racing opportunity for competitors while ensuring safety for marshals and competitors.

Yellow lights are full course, and may also be accompanied by yellow flags, this means there are multiple karts needing assistance, and it is likely a marshal is required trackside. You may however, see green lights around the circuit, but see just yellow flags on one marshal post. This is a sector yellow, and applies the same driving standard expectations for that sector of the track until you reach the next marshal post, typically within three corners. The rest of the track is in green flag racing conditions. This is used when a marshal is not needed trackside, and just to notify drivers of an incident ahead, typically a kart re-joining the circuit of their control.

TRACK LIMITS - CONES

Mr Karting at adventure sports endeavour to continue improving the circuit, and as such, throughout the year more track barrier will be moved back providing 'run-off' around the circuit. This is particularly muddy in wet conditions. Warnings will be given for drivers abusing track limits in the following areas.

Grass runoff – overdriving and running out of tarmac is a lack of control of the kart and will result in a warning, multiples of which will result in penalty.

Running out of room – squeezing a kart out of tarmac track and onto the run off or into the track barrier can be either a track limits offence, or a contact offence.

Not backing out – if you are being overtaken, and run out of tarmac to maintain your position, intentionally maintaining speed and driving off the tarmac will result in a warning or penalty through driving standards.

CONES – some run off areas have additional cones, plastic barriers or tyre barriers positioned off the circuit. Contact with any of these through your own driving will result in a warning for track limits. Multiple offences in a race will result in a penalty. Multiple repeated track limits warnings in the same event may result in penalty.

Running the barrier – particularly in wet conditions, or in dry conditions due to lack of control, if your kart repeatedly makes contact with the circuits barrier this will result in a track limits warning and multiple offences could result in a penalty.

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 at Adventure Sports and the National Karting Association will be applied alongside the rules explained above, and will be explained in the safety briefing given by the race director prior to racing. 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 before driving. Any uncertainty should be clarified with the race director or an official before driving.

The races in this series will be either a standing grid start or a rolling start in 2x2 formation. The race begins when the green lights illuminate. Movement from formation 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.

Traffic lights and flags means the same. Mr Karting uses Red, Yellow, Green lights around the circuit, along side flags. It also uses blue, chequered, black and warning flags and informative or warning boards. Warning flags may also be displayed with a kart/driver number on the digiflag at the startline. In addition, the instruction of any marshal must be adhered to.

DNF's, If you retire from a race you will only score points for last place if you complete 50% distance. BLACK FLAGS disqualifications will be a 0 score for that race!

Black flags will be at our discretion if you continue in the remaining races of the meeting. Meetings where a driver receives a black flag cannot count to a drop score in the championship.

PENALTIES:

A driver does not need to pit for a penalty board, all penalties are applied to the race result. A driver must pit for a black flag offence.

Please be aware that in the interested of issuing penalties, we endeavour to issue them trackside within two laps of the offence, however, this may take longer in some cases while evidence is discussed and reviewed to ensure the correct penalty is applied fairly. A drivers patients and acceptance of this is expected in the interests of fairness to all competitors. We will endeavour to make the right decision.

Drivers should allow the marshals to implement the penalty and warnings system and deal with any issues that arise accordingly at their discretion, and driver trying to gain or resolve issues themselves will be penalised. On track retaliation to any incident will not be tolerated and will result in disqualification.

In the same respect, a driver should keep both hands on the wheel at all times. If you receive contact from another kart, regardless of how hard done by you feel, forfeiting control of the kart by taking your hands off the wheel, restricts the ability of our race directors to issue a penalty instead of a warning as the full impact of the offence is unable to be correctly assessed.

Simply put, let the race director do their job and enforce the rules, you drive the kart.

Penalty points can be applied outside of the regulations for any incident by the race director as they see necessary.

PENALTY GUIDANCE

Below are the standard and default penalty increments for each offence, however, these are guidance only and can be adjusted on a case by case scenario at the race directors discretion.

Below apply for penalty boards, NOT warning flags.

ABC / BAP –3-5 sec, 10-20sec, 1 lap, dsq - or position deduction at race directors discretion based on offence. (3 second minimum) - the race director should impose a fair penalty, comparable to the level of offence and impact caused.

Typically, bump and pass refers to only passing the kart you made contact with, and that kart losing no other positions. Bump and Pass take out is a more significant penalty, and means the resulting contact caused multiple other karts to pass the disadvantaged driver.

CONTACT (repeated warnings) – 5 sec (second offence in race), 1 lap (3rd offence in race), dsq (third penalty in meeting or race directors discretion)

SUY – 5 sec, 10 sec, 1 lap, dsq

OTY – DSQ

TL (multiple warnings) – 5 sec, 1lap, dsq

WEAVING / LINES – 3 sec, 5sec, 10sec

DRIVING STANDARDS – 5 sec, 1 lap, dsq

UNSPORTSMANSHIP BEHAVIOUR - dsq

JUMP START – 5 sec

CONTRAVENTION OF FLAG SIGNALS – 5sec, 1 lap or DSQ

GUA (gaining and unfair advantage) – 5 sec, positions or DSQ

Disobeying marshal instruction - DSQ

Multiple warnings in one race, may result in the driver starting their next race already on a warning meaning their next offence will be a penalty.

Drivers who accumulate consistent warning flags during the season at consecutive events may 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.

Appeals and Disputes

There is no scope in the Mr Karting Sprint Series Championship for any form of dispute or appeal during an event, to ensure continued efficient running of the event for all involved.

The Race Directors decision is final, made with the best intentions of fairness and based on the evidence available and witnessed by the officiating team at the time, and decisions must be accepted as being made in goodfaith by both the competitors and track officials.

Anyone who wishes to protest a result 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 loose 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 with race experience themselves.

Any abusive language to the track staff or Race Director, and any other competitor or person in attendance will not be tolerated. This may result in a disqualification from the event.

All appeals must be conducted in good sportsmanship. If it is believed an appeal is being pursued solely for championship gain it will be dismissed.

It is possible that a race official will enter into discussion at their own expressed discretion while the meeting is ongoing, however they reserve the right to refuse discussion until after the meeting. An official must not be approached or distracted from their role while a race is ongoing, any competitor or person attempting to do so will be issued a penalty of all points accumulated to this stage of the event being removed.

Final words

The organisers would like to wish all competitors the best of luck for 2024,
but remember to keep the racing fast, fair and enjoyable.

See you trackside!

The Mr Karting team.

For more information please email stuart@mrkarting.co.uk or call 01926491948