



## **2025 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. We endeavour to make competitive karting affordable, accessible and enjoyable. 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 raced in America's iconic Indy500 in 2019 as well as competing in the World Endurance Championship in 2019 and Formula E more recently, he is now the development driver and sim driver for Alpine F1 team. 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 4<sup>th</sup> 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:

2025 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 cadet, 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 2024, over 40% of our drivers WON races and over 70% led races– from #1 world-ranked drivers, karting champions to rookies in their first year!

### Mixed Grids for Exciting Racing:

No professional 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 Europe 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!

## **2025 Sprint Race Dates:**

All race dates are provisional and subject to change.

Juniors will race on the LAST THURSDAY of each month (Except December)

Seniors will race on the LAST FRIDAY of each month (Except December)

Cadets will race at the third round of each seasonal period only.

### **WINTER SPRINTS**

**January, February & March**

### **SPRING SPRINTS**

**April, May & June**

### **SUMMER SPRINTS**

**July, August & September**

### **AUTUMN SPRINTS**

**October, November & 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.

### **The Championship's**

For 2025, 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.

The race format for each of the seasons will differ slightly, offering drivers a variety of challenges.

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 all races to count towards the overall championship standings.

A champion will be crowned as the top point scorer overall.

### **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 including endurance races, 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.

### **Seasonal Formats:**

#### **Winter:**

5 lap practice. 3 mixed grid heats – front middle back. Trophies on points per class  
Rookies, Heavyweights, Masters & Female combined.

#### **Spring: \*Subject to change**

Format for this season to be confirmed

It is intended that rookies & Heavyweights will be separate for this season, depending on class entries.

#### **Summer: \*Subject to change**

Format for this season to be confirmed

#### **Autumn: \*Subject to change**

Format for this season to be confirmed

## **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.

### **Cadets:**

For our youngest racers! Drivers aged approx. 8– 11. Drivers must be taller than 125cm to drive our cadet karts, but shorter than 145cm (at which point they will race in juniors).

Drivers should have significant karting experience at Mr Karting.

Cadets race once each season. They have the same round format as the other classes, but only one night of racing to crown their champion, with the emphasis on completing race schools for two months, then competing.

### **Juniors:**

For our fastest junior kart racers! Drivers aged approx. 8– 15. 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 8-15, 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.

### **Seniors:**

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

Drivers who have won a notable championship at national level in any motorsport discipline are automatically placed into the pro category, unless they comply with the Heavyweight/Masters class requirements.

### **Senior Heavyweights (Inc Masters):**

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 40 years can compete within this sub class.

Females can if they choose compete within this sub class (or regularly against pro 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 12 drivers in both Rookies, and the other combined sub classes to ensure a good level of competition). The race director*

*can merge senior classes as required, and amend the grid formulation to suit at their discretion based on class entries. If an event has high entries, grids may be merged to maximise efficiency in the running of the event to minimise the number of required races for separate grids.*

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 2025 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 2025 championship as a senior.*

Drivers can carry their points from one class to another.

Ladies Trophy:

There may be a trophy presented at the end of the event, season and championship to the highest placed female racer from all classes.

**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 14/15 –

If a driver is already 15 on January 1st, they must compete as a senior unless the race directors approval is given to compete that year in Junior.

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 16 within the 2024 championship period, they will complete seasonal series after their 16<sup>th</sup> birthday as a senior. They may however begin competing as a junior pro or rookie until they reach the competitive level to race alongside seniors prior to their 16<sup>th</sup> birthday.

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 as grids will often reach capacity.

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 2025, 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 attend the 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 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.

The grid format for the three races is different each seasonal period.

## **Winter:**

5 lap practice. 3 mixed grid heats – front middle back. Trophies on points per class

Rookies, Heavyweight, Masters & Female all race combined, scoring as one, but with trophies by class.

## **Spring:**

TBC

## **Summer:**

TBC

## **Autumn:**

TBC

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, or cancelled for that round. 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 2025 series.

#### RACE DISTANCE

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

In the cases of B finals, the points continue down individually until 1, and then continue for all finishers.

The winner of the B final MAY progress to the back of the A final grid, they will score points only in the A final if this is the case based on their finishing position in that race. Second place finished in the B final will score one place lower than last in the A final.

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

Drivers not completing the race distance and taking the chequered flag may not receive points\* at the race directors discretion. If they are awarded points, they will be classified last behind all penalties.

Typically a driver taking to the starting grid and completing more than 50% race distance will be classified as a finisher, scoring points.

Drivers not taking a race start will score 0.

### **Trophies Each Round**

1st, 2nd& 3rd in each class

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

### **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.

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 drivers in each class.
- The 2024 championship will present a champion trophy to the highest driver

### **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 possible 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.

If a driver requests to swap a kart and no fault is suspected by the race director, their replacement kart will be chosen by the race director, and their grid position will be forfeited, meaning they must start that race from last on the grid.

All karts performance is monitored, prior to, throughout and analysed after the event. While small differences in drivability will occur as with any fleet of karts, we endeavour to minimise these to ensure competitive and fair racing for all.

In the event of a mechanical failure, a replacement kart will be issued. The race director has the discretion to position the driver as they see correct prior to a restart. If a driver does not notify race officials of a kart issue, no replacement or amendment will be applied.

In the event of a kart failure due to a drivers driving, ie following multiple track limit warnings, then no replacement will be issued.

### **TIE BREAKS**

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 in a series or championship.

## RESPECT

The race directors' decision in all matters 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, an experienced racer themselves 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.

We do not expect everyone to agree with our decisions on racing incidents on every occasion, we endeavour to make the correct decision to the best of our ability, but we are human and errors may occur. We will however endeavour to make fair, consistent and suitable officiating decisions. Some will go in your favour, unfortunately, as with all motorsport, some will not.

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.

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Championship organiser:

Stu Stretton

## **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

### **CCTV**

The full circuit is covered with high definition CCTV, allowing officials to replay all track activity and incidents. This can be reviewed at the discretion of championship officials, but is not required to be shared with competitors.

Drivers are welcome to use their own gopro's at their own risk, however, the footage remains the rights of the championship and can only be used publicly with permission. Personal video footage cannot be used by competitors in discussion with officials, or to dispute penalties.

Drivers –

In all cases, officials will discuss directly with the competing driver. For juniors, parents are able to attend, but the discussion will first and foremost be with the competitor.

Any driver or associated person trying to discuss a matter with a race official prior to the officials decision will result in no decision, or not in favour of that driver. Let the officials do their job first, free from distraction.

## 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 decision is not clear immediately, then an under investigation may be shown with the decision deferred until after the race and review of the circuit cctv.

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.

Unfortunately, in motorsport, penalties can be applied to the offending drivers, however, your position cannot be reinstated.

### **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.

### **Retirements**

Any driver retiring from a race on their own decision will be classified as a DNF. 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 Failures**

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.

It is also important to not allow your kart to slow to intentionally cause other karts to contact you. Likewise, you must drive to keep your kart on track, allowing or releasing steering inputs to allow your kart to run off your desired line is likely to receive a warning for driving standards and will not increase the chance of other drivers receiving warnings if they overtake you in the process.

Our officials are racers themselves. We thrive on hard competitive racing, we don't want a procession. However, we do expect fair competition.

Incidents will happen, however, to enable our championship officials to do their job, it is expected that all drivers compete to maximise their performance at all times, including in the unfortunate situation of an incident.

### **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. On exiting corners you must leave the other kart racing room, otherwise warnings and penalties may be applied. Likewise when turning in, respect the space of other karts.

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.

Drivers consistently looking behind them and changing their track position will be deemed to be blocking. You should always race the track ahead, be predictable and respectful.

### **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. The gap between karts each lap can be reviewed on the timing system, and if this decreases under yellow flag conditions, penalties will be applied accordingly due to unfair advantage.

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 which is not waving a yellow flag, 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, and intended to maximise safety and racing opportunity for competitors.**

**Drivers are expected to respect yellow flag conditions at all times.**

## 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, or both.

Track Limits - 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, regardless of the other drivers actions. You are expected to try and keep your own kart on the track at all times.

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 or instant penalty. 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.

Any driver who loses control of their kart on the way to their grid slot, or the rolling lap will have to start the race from the back of the grid.

## **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.

In the event of rolling starts, or standing starts, if you lose control of the kart on the formation of the grid, you will start the race from the back of the grid.

**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.**

**All karts have their number on the front and rear, as well as the steering wheel for drivers reference. This number will relate to all flags shown on the eflag for warning purposes.**

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 interest 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 driver's patience and acceptance of this is expected in the interests of fairness to all competitors. We will endeavour to make the right decision.*

#### *Under Investigation*

*An UNDER INVESTIGATION may be displayed on the start line eflag, with or without kart numbers, if an incident is under review, and the resulting penalty may not be decided or applied until after the race is complete.*

Our officials are racers themselves. We thrive on hard competitive racing, we don't want a procession. However, we do expect fair competition.

Incidents will happen, however, to enable our championship officials to do their job, it is expected that all drivers compete to maximise their performance at all times, including in the unfortunate situation of an incident.

***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, and at all times, try to keep yourself in the race.***

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

Please be assured, just because you do not see a warning following an incident does not mean it has not been seen. All incidents on track are discussed by all trackside officials, and considered with a racer's instinct and fair competition.

## **UNDER INVESTIGATION:**

In the event an incident occurs on track but a decision cannot be accurately made instantly, drivers will be shown a under investigation flag. This is to note that the incident is being considered, likely post race by review of circuit CCTV, and a decision will then be made. This does not mean a penalty will be applied, but it may be once reviewed.

## **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.

AdvantageByContact – 3 seconds

BumpAndPass / TapAndTake – 5 sec - 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.

BAP Take out – 5 seconds plus potentially additional seconds per position at race directors discretion, - or position deduction at race directors discretion based on offence

CONTACT (repeated warnings) – 5 sec (typically third offence in race, but at race directors discretion),

SUY – 10 sec

OTY – 30 seconds

TL (multiple warnings) – 5 sec

WEAVING / LINES – 5 sec

DRIVING STANDARDS – 5 sec or 10 sec at race directors discretion

UNSPORTSMANSHIP BEHAVIOUR - dsq

JUMP START – 5 sec

CONTRAVENTION OF FLAG SIGNALS – 5sec

GUA (gaining and unfair advantage) – 5 sec

Disobeying marshal instruction – DSQ

Second offences for any penalty in the same race can receive increased penalties.

Repeat offences in consecutive races can receive increased penalties, or the first warning offence may be an instant penalty.

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. Multiple penalties in the same event, can at the race directors discretion result in a exclusion from competition, or additional grid or points penalty. Second offences deserve harsher repercussions.

Drivers who accumulate consistent Penalties during the season at consecutive events MAY be deducted points from your total points score at the end of the race, event, seasonal prior or championship as the race director sees necessary.

## **Appeals and Disputes**

There is no scope in the Mr Karting Sprint Series Championship for any form of dispute or appeal after an event once the results are published and final.

To ensure continued efficient running of the event for all involved, there is also no appeals during an event. You MAY request a discussion or explanation, and it may be reviewed, however, this is at the race directors discretion.

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.

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 discussions 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.

We understand in a competitive environment if things do not go your way, you can become frustrated. However, we ask you have faith in our championship staff, and let them do their job. If once the results are confirmed, you disagree, THEN, you can request a discussion. Any attempt to encourage an outcome or decision from an official BEFORE they have made their own decision and applied any penalties, will result in the official stopping their investigation and no penalty being issued, regardless of the incident. Let us do our jobs, then discuss if you disagree.

It is important to note that all marshals are in radio communication, and have access to full circuit CCTV. Just because no penalty is shown does not mean it has not been seen.

**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.

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