

## **ULTIMATE KARTING CHAMPIONSHIP – SPORTING REGULATIONS 2022**

The 2022 Ultimate karting championship (UKC) a race series organised and administered on behalf of UKC GLOBAL LTD.

We expect all entrants to behave in a sporting manner and respect that the main objectives are to provide a fun, exciting & safe event. Anyone wishing to participate in the UKC, should do so in the knowledge that they will be featured on the official Television program broadcast in UK, EU & USA.

The Championship will be for the following established kart race classes:  
ROTAX MICRO, ROTAX MINI, ROTAX JUNIOR, ROTAX SENIOR, HONDA CADET.

For the avoidance of doubt UKC GLOBAL LTD does not claim any right in the above names or styles and acknowledges that it does not claim any copyright what so ever related to them and uses them and / or any reference to their related technical regulations purely for descriptive related purposes necessary for these sporting and technical regulations.

### **OFFICIALS**

Co-ordinators: Mr Paul Phelan & Miss Sonia Javed

Championship competition secretary: James Tunnicliffe

Eligibility Scrutineer: Mr Gary Walker, Mr Darren Clarke & Mr Connor Clayton

Championship Stewards: Sam Hough, Darren McComb, Graeme Rose, Andrew Sedden.

Race Directors: Alan Bryant

Child Safeguarding Officer: Lona Jones

### **COMPETITOR ELIGIBILITY**

#### **1.1**

Competitors under the age of 18 must be accompanied by a parent or guardian who must sign on as entrant of that competitor. That person must remain at the event throughout. If the legal guardian or parent of the driver is not present then a signed letter assigning responsibility to another (who must be aged over 18 and produce suitable government form evidence of identity must be presented)

#### **1.2**

Drivers will be eligible for 1 guest round if they have not entered the championship in full. If a driver chooses to take part in more than 1 race event they will need to pay the championship series in full. If the grid is over subscribed, UKC series entries will take priority and guest entries will need to surrender their entry (unless they register for the series) If and when a guest entry is surrendered then a full refund will be given.

### 1.3

Entrants must have track experience in owner-driver karting and must be able to prove this if required via previous event results. If you have less than 3 races experience, you will be classified as a novice driver. You will then be required to start each heat race at the back of the grid. You must declare to the championship organisers that you are a novice prior to the event as checks will be made.

### 1.4

All competitors for the Championship must register online. If all available places are taken, reserves will be listed in the order received. The Championship registration fee is £160 and must be completed online. **Series registrations are non - refundable for any reason.**

### 1.5

All registered entrants become members of the ULTIMATE KARTING CHAMPIONSHIP . Their membership number is their class and registered competition number which is stated on your UKC race license. This will be presented in your driver welcome pack at the start of the season.

### 1.6

All necessary documentation must be presented for checking at all rounds including parent / guardian identity when signing on. Driver details will be held on a ULTIMATE KARTING CHAMPIONSHIP database and will be subject to the provisions of the data Protection Act 2022 and as per the ULTIMATE KARTING CHAMPIONSHIP Privacy Policy.

### 1.7

Registration numbers will be the permanent competition numbers for the Championship.

### 1.8

All drivers shall demonstrate their driving ability to the satisfaction of the race officials during the mandatory practice period before being fully allowed to compete. The director of Competition has the authority to remove an entrant from competing at an event.

Any driver who cannot maintain a speed within 107% of the fastest time recorded in each of the mandated timed practice sessions may be subject to removal. In such cases, the entry fee may be refunded in whole or in part at the sole discretion of the track officials. The intent is not to ban a driver but to ensure the safety of all drivers.

### 1.9

All competition drivers must hold a current UKC competition License. Only UKC licensed drivers will accrue competition points. All points shall be contingent upon the driver being licensed in the current year as well as being held in "Good Standing" for the current year

## **1.10**

The minimum age to compete in a UKC event depends on the class in which the driver desires to compete. A driver's competition age shall be determined by the age to be attained during that racing year. For example, A driver turning 10 by December 31st of the racing year may race within the designated class requiring age 10 at any time during that year.

## **1.11**

Competitors are prohibited from participating in any UKC event if their physical or mental condition makes it unsafe to do so. This restriction applies to practice sessions as well as competition. Medical conditions include persons on medications that may impair their physical or mental acuity, persons with weakened physical conditions or persons under a doctor's care for physical or mental illness.

## **1.12**

No competitor, or team member or other related persons shall be allowed within the confines of a UKC event while under the influence of any substances commonly considered to be mind or mood- altering. Any person suspected to be under such influence is subject to immediate ejection from the premises. Any licensed competitor or UKC member considered to be under such influence is also subject to an immediate and permanent ban from the organisation. All drivers are responsible for the conduct of their family and friends. The use of alcoholic beverages is prohibited during any UKC event.

After the event is declared concluded for the day, track/facility rules and local laws governing the use of alcohol shall apply.

## **COMPETITOR OBLIGATIONS**

### **2.1**

It is mandatory for all competitors, (and reminded that if a minor they must be accompanied by the parent / appointed legal guardian) to attend all drivers' briefings arranged by the Race Director.

### **2.2**

ALL competitors are obliged to collect their awards personally, in the case of the first three in each class must collect their awards personally; all other competitors must collect their award personally or nominate a third party to collect their award on their behalf.

## **2.3**

To provide & ensure a transponder is fitted to your kart as per regulation. Transponders for 2022 will be MYLAPS/AMB only. You **MUST** own your own transponder. Hire transponders will not be available. If you do not own your own then entry will not be viable.

## **2.4**

All Competitors and entrants (if driver is under 18) must attend drivers briefing at all events. Failure to do so will result in penalties.

## **2.5**

Competitors will be required to display Championship sponsors' stickers, which will be provided, on their karts, helmets and visors. Failing to do this will result in your coverage being cut from the TV edit and all social media content published by UKC.

## **2.6**

Competitors and their team support personnel must at all times present themselves in a professional and polite manner and be attired smartly. Vulgar or abusive language will not be tolerated.

## **2.7**

All competitors must participate in a Championship Drivers' Parade at each meeting if requested. The exact time will be in the race program.

## **2.8**

Competitors may be required to take part in further Championship promotional activities at the rounds or the prize giving.

## **2.9**

Competitors may be required to carry an onboard camera on their kart on behalf of the TV production company at any time during the meeting. We encourage all competitors to carry on board cameras. You cannot submit camera footage as evidence, unless in rare occasions it is requested by the Clerk or stewards.

## **2.10**

Competitors should note that at some circuits' caravans and motor homes might be placed in a separate area and not allowed in the pits. Pit space is limited and competitors must park in a sensible and orderly fashion or where instructed by the organising club or officials. If you are asked not to park your car in the paddock then you must respect the track rules as this is taking up valuable space.

## **2.11**

Pit Spaces may be booked in advance through the UKC and the tracks when instructed to do so. If requested to move by the Track organisers or a UKC staff member, competitors will do so. Failure to move on request may result in exclusion from the meeting.

## **2.12**

If requested recordings from the onboard camera must be made available to the organisers for judicial purposes and the television producer for their use. By countersigning as entrants of minors they agree that they have no objection to still or moving images being taken of the driver or team personnel undertaking their sporting activities. By entering the series the Driver and Entrant/Driver understands that the series is filmed for television broadcast, distribution by other forms of electronic media exposure, including internet streaming and by still images. UKC GLOBAL LTD, Producers and authorised photographers retain copyright over any and all images gathered, which may be used by the series and other media companies at any time in the future. By entering the series, you agree to make your driver/yourself available for interviews and other media purposes as requested by the film crew from time to time. The Producer/Editor and UKC GLOBAL LTD retains the right to use the images gathered of anybody in the paddock within the final edited programme, in any way that the Editor decides has merit and in order to support a programme feature, racing incident or storyline. By entering you agree not to withhold any rights to such use at any time before filming, or after any filming/editing has taken place.

## **2.13**

**FIRE EXTINGUISHERS:** All drivers must have present at race meetings a fire extinguisher to current BSEN3 or EN3 standard with a minimum 55B rating. Fire extinguishers must be kept at the entrance to the competitors pit space at all times. It is recommended that competitors with enclosed awnings have a minimum of a 2kg foam or powder extinguisher, and if more than one private competitor is sharing the awning then a minimum of two 2kg extinguishers be available. Commercial enterprises should be aware of Health and Safety at Work legislation and provide a minimum of two 6kg foam or powder extinguishers to be placed at the entrance(s) of the awning.

## **REGISTRATION**

### **2.14**

All drivers must bring your UKC license/driver pass to be presented for checking at all rounds when signing-on. This will be presented to you at Round 1.

### **2.15**

Registration should be made on the appropriate form, via the official UKC website/UKC Alpha timing page and you must be a member of the UKC.

## 2.16

Championship registration fee is £160

Race registrations fee is £175

## 2.17

Each class is limited to 34 drivers in each class, 36 drivers if track license permitted. In special circumstances we will review entries and allow double grids. Individual race entries should be made on the UKC race entry forms found on the UKC official website. Please make sure your entry is in with the correct fee at least 20 days before the race date. This is your responsibility to ensure your place on the grid in good time. If a class entries are under 15, it is at the organisers discretion to remove the class from the event.

## 2.18

All drivers shall sign a waiver and release of liability before participating in any UKC event. The entrant and/or driver, in submitting the entry form for any UKC event, agrees to hold UKC, together with its owners, officers, representatives, employees and members, harmless from any and all liability. This includes, but is not limited to: injury to persons, property, employees and/or reputation that may be sustained by the said entrant.

## 3.0 RACING PROCEEDINGS

### HEATS

#### Single grid class (34 drivers)

Competitors will have 3 qualifying heat races to determine the starting positions for the Super heats. Starting position is pre determined by a randomised algorithm which appoints each driver with an equal average starting position - equal for all competitors.

Championship points awarded to the top 34 classified drivers.

The following penalties will be assigned according to the arrival order of each heat:

1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup>

0 for 1<sup>st</sup> place; 2 for 2<sup>nd</sup> place; 3 for 3<sup>rd</sup> place and so on, adding one penalty point for each additional place.

If a driver does not take the start a heat, they will receive a number of penalties equal to the number of participants.

If a driver has been black-flagged or excluded, they will receive a number of penalties equal to the number of participants.

At the end of the qualifying heats, all points will be added together to determine the super heats starting position. In case of equal points between two or more drivers, their fastest lap time in any of heats will be taken into account.

All drivers will be eligible for the Super heat stages.

### **Double grid class (35+ drivers)**

Competitors will have 3 qualifying heat races to determine the starting positions for the Super heats. Starting position is pre determined by a randomised algorithm which appoints each driver with an equal average starting position - equal for all competitors.

The following penalties will be assigned according to the arrival order of each heat:

st                      nd                      rd

0 for 1 place; 2 for 2 place; 3 for 3 place and so on, adding one penalty point for each additional place.

If a driver does not take the start a Heat, they will receive a number of penalties equal to the number of participants.

If a driver has been black-flagged or excluded, they will receive a number of penalties equal to the number of participants.

At the end of the qualifying heats, all points will be added together to determine the super heats starting position. In case of equal points between two or more drivers, their fastest lap time in any of heats will be taken into account.

The first 62 qualified drivers after the qualifying heats are eligible to go into SUPER HEAT A and B.

If a driver has qualified outside of the top 62, they will be placed into a "LAST CHANCE" race. Where drivers will compete for a top 6 position and in turn qualify for the Super heat stages.

The top 62 classified drivers will be so distributed as follows.

The first classified driver takes the start into SUPER HEAT A, the second into SUPER HEAT B, the third into SUPER HEAT A, the fourth into SUPER HEAT B, the fifth into SUPER HEAT A, the sixth into SUPER HEAT B, and so on. Championship points awarded to the top 34 classified drivers in both Super heat A and B

### **SUPER HEAT**

The following penalties will be assigned according to the arrival order of each Super heat:

st                      nd                      rd

0 for 1 place; 2 for 2 place; 3 for 3 place and so on, adding one penalty point for each additional place.

If a driver does not take the start in a Super heat, they will receive a number of points equal to the number of participants in the Super heat.

If a driver has been black-flagged or excluded, they will receive a number of points equal to the number of participants in the Super heat.

At the end of the SUPER HEATS it will be drawn up as a general ranking, adding up all the penalties given to every driver in the **HEATS & SUPER HEATS combined**. In case of equal points between two or more drivers, their fastest lap in the Super heats will be taken into account. The top 34 ranked drivers will progress to the Super final.  
(36 if track permit allows)

## **SUPER FINAL**

**Championship points awarded to the top 34 classified drivers.**

The organiser reserve the right to reduce the number of laps due to time or light. Saturday morning will consist of two/ three official practice sessions depending on timing proceeded by scrutineering. Saturday afternoon will start with heat 1 followed by heat 2 to round out the day's proceedings. Super Sunday will commence with 3 lap warm-up, moving into heat 3, Super heats and closing the event with the super finals.

### **3.1**

All races will be a rolling start with the exception of Honda cadet where a grid start will be applied.

### **3.2**

INCIDENT MARSHALS, BREAKDOWNS & REPAIRS: Additional incident officials (pushers) will be provided by ULTIMATE KARTING CHAMPIONSHIP. **Parents and guardians are not permitted to enter the race track after the race has started.** Note that marshals are instructed to remain in their posts during racing or practice and it is the competitor's responsibility if able and safe to do so to remove their kart to a place of safety, otherwise the Race Director or their deputy will make suitable arrangements, at all times ensuring the safety of the driver and officials. It is not permitted to make or attempt repairs on the circuit. Note that some circuits have a pit repair area which will be designated in the drivers briefing.

### **3.3**

Entry to Parc Ferme will be only allowed to Pass Holders of the class currently preparing to compete. Other competitors wishing to gain access must seek permission from the chief scrutineer or his designated deputy. A pass per competitor will be issued at their first meeting. They will at all times remain the property of ULTIMATE KARTING but will become the competitor's responsibility. A lost pass may be replaced by a Temporary pass.

### **3.4**

Approximately 15 minutes prior to a Heats/Race start the Pre-Race assembly area will open. Karts will be taken into the area with only the driver and one mechanic who must both show passes to the gate marshal. If the pass is not shown then access will not be granted. Mechanics supporting one or more drivers is permitted (**only one mechanic per kart**)

### **3.5**

Karts may proceed onto the dummy grid (providing it is clear and ready to accept the next grid of competitors) whenever they feel that they are ready. No adjustments except to change tyre pressures (additional air cannot be added) will be allowed on the Dummy Grid.

### **3.6**

Approximately 2 minutes to race time the gate to the dummy grid and the tyre distribution will close. This will be signalled by the last lap board being displayed to the race on track or the lap timer counting down to 0:00.

Any kart or driver who has not left the Pre-Race assembly area before the gate is closed will not be permitted to take part in the race or will be placed at the rear of the grid for a race. If more than 1 driver does not make the gate they will be placed at the rear of the grid in order of their starting position. No adjustments changes except to change tyre pressures (additional air cannot be added) will be allowed on the Dummy Grid.

### **3.7**

Once the kart has entered the dummy grid area the driver/mechanic must position it on to their grid position or as directed by the grid marshal. Once again it should be emphasised that no adjustments except to tyre pressures (additional air cannot be added) will be allowed. Any infringement of this rule will result in the competitor not being allowed to compete in the Heats or will be placed at the rear of the grid for a race.

Should a competitor wish to make further adjustments then he may return to the Pre-Race assembly area (if it is not closed) you may then be going of the back of the grid.

### **3.8**

At the end of the race the karts will be directed into a Post Race Area. Do not leave Parc Ferme until instructed to by the scrutineers.

### **3.9**

Any driver/mechanic impeding another competitor in any part will be reported to the Race Directors who will hold a hearing and may impose an appropriate penalty. It should be noted that any change to the timetable that arises for whatever reason will be advised to the competitors by tannoy or other method.

### **3.10**

In the case of a meeting state being changed from either Wet or Dry prior to the grid departing, an appropriate amount of time will be allowed for the driver/mechanic to change

their tyre choice. The Race Director will make a decision on how long is permitted and advise all competitors for the race of his decision and the revised time of race start.

Competitors will be either in the Pre-Race assembly area or will return there from the Dummy Grid. A new race time will be announced and the procedure will be followed. It should be emphasised that if the meeting is running as an Open Meeting then no additional time will be allowed. Only one kart is allowed in the Parc Ferme area.

### **3.11**

The maximum grid will not exceed 34 for Heats or race sessions unless the circuit on occasions has a license to permit 36.

### **3.12**

The grid positions for the Super heats will be decided by the Heats results. The Super final starting positions will be decided by the heats and super heats combined.

## **SCRUTINEERING**

### **4.1**

All competitors must complete a scrutineering form before they enter the track for practice or race. This should be done digitally via Alpha timing. You can collect a scrutineering card during the signing on procedure if the digital scrutineering fails. You must complete all items on the form and certify the kart is safe and maintained throughout the duration of the event.

### **4.2**

ALL competitors will be given a race scrutineering card digitally or physically. They have sole responsibility to fill in correctly and hand to the scrutineer at pre-race scrutineering.

This card must contain the following information: Drivers name, class and race number. The chassis unique number(s), and the chassis manufacturer. Each engine's unique number and the manufacturer and model number. If any are changed for the Sunday round after the Saturday round application must be made to the Chief Scrutineer to change the card.

Where seals are used to seal chassis & engines, the seal numbers must be written alongside the individual engine and chassis numbers on the scrutineering card and must be correct. The card must be signed by the driver and in the case of drivers under 18 also their entrant. It is stressed once more that both the completion and handing in of this card is the sole responsibility of the competitor.

### **4.3**

It is the driver entrant's responsibility to present your kart and certify all items on your card have been competed, verified and will be maintained throughout the duration of the event, at all times. These cards will be the only method used to check that each competitor is

using at all times the equipment declared and presented by him/her at pre-race scrutineering.

#### **4.4**

Should it be found that the chassis, engines or seals do not comply with the above requirements, or that the tyre markings or barcodes, are missing or incorrect, it will be considered to be a matter of fact for which there will be no appeal. It is the responsibility of the competitor to ensure that a seal or mark is not missing or damaged. No seal can be replaced if the kart has left parc ferme. The Race Director will hold a hearing and the minimum penalty may be exclusion from that race or timed qualifying session.

#### **4.5**

Post Race Scrutineering will take place after each heat, super heat and Final. All results are deemed provisional until all karts are released by the Series Scrutineer, or any person designated to do so in his absence, and/or after completion of any Judicial or Technical procedures, including the testing of fuel, checking of engines and tyres which may take several days.

#### **4.6**

After heats or any race all drivers must go to the Parc Ferme area. Any driver and kart directed or requested by an official to go into the weighing/scrutineering area, should not leave this area without the specific permission or instruction of the Series Scrutineer, or any person designated to do so in his absence. In the case of drivers under 18 years of age, we would suggest the entrant satisfy himself or herself that this permission has been given.

#### **4.7**

The minimum penalty for any driver or kart leaving this area without permission will be exclusion from the race/timed qualifying.

#### **4.8**

No person or persons, other than the driver may enter the weighing/scrutineering area, until instructed to do so by a scrutineer. Failure to comply could result in judicial action being taken against their driver.

#### **4.9**

Engines or chassis may be sealed at any time, and you may be requested to fit special nuts to your equipment for this purpose. This does not preclude the Scrutineer's right to fully dismantle the engine or components if required.

#### **4.10**

Any time during the meeting you may be requested by the Eligibility Scrutineer to remove any component from your engine or kart, including any engine or exhaust restrictor, which will be sealed and held by the scrutineer, and replace it with a standard homologated unit, that will be given to you by the scrutineer, for use for the remainder of the meeting. The said unit is to be returned in good working order at the finish of the meeting, when your unit will be returned, unless it is impounded by the scrutineer for testing.

## **CHAMPIONSHIP ROUNDS 5.0**

The 6 rounds of the UKC Series dates will be issued via the UKC official website. Date and venue of year-end championship presentation dinner T.B.A. The organiser reserve the right to change any date due to unforeseen circumstances.

### **5.1**

Grid positions will be determined by ballot/receipt of entry in a fair procedure that will ensure the starting positions for each of your heats will be equal/fair to your competitors. Heats must be a minimum of 7 laps / 7 minutes. Finals a minimum of 12 laps or twelve minutes if timed. (Unless shortened for reasons issued by the clerk of the course) Super heat points combined with heats points will determine the starting position for the Super Final.

## **HEATS - CHAMPIONSHIP POINTS**

1st 36  
2nd 34  
3rd 32  
4th 31  
5th 30  
6th 29  
7th 28  
8th 27  
9th 26  
10th 25  
11th 24  
12th 23  
13th 22  
14th 21  
15th 20  
16th 19  
17th 18  
18th 17  
19th 16  
20th 15  
21st 14  
22nd 13  
23rd 12  
24th 11  
25th 10  
26th 9  
27th 8  
28th 7

29th 6  
30th 5  
31st 4  
32nd 3  
33rd 2  
34th 1

## **PRE FINAL - CHAMPIONSHIP POINTS**

1st 38  
2nd 36  
3rd 34  
4th 33  
5th 32  
6th 31  
7th 30  
8th 29  
9th 28  
10th 27  
11th 26  
12th 25  
13th 24  
14th 23  
15th 22  
16th 21  
17th 20  
18th 19  
19th 18  
20th 17  
21st 16  
22nd 15  
23rd 14  
24th 13  
25th 12  
26th 11  
27th 10  
28th 9  
29th 8  
30th 7  
31st 6  
32nd 5  
33rd 4  
34th 3

## **SUPER FINAL - CHAMPIONSHIP POINTS**

1st 40  
2nd 37  
3rd 35  
4th 34  
5th 33  
6th 32  
7th 31  
8th 30  
9th 29  
10th 28  
11th 27  
12th 26  
13th 25  
14th 24  
15th 23  
16th 22  
17th 21  
18th 20  
19th 19  
20th 18  
21st 17  
22nd 16  
23rd 15  
24th 14  
25th 13  
26th 12  
27th 11  
28th 10  
29th 9  
30th 8  
31st 7  
32nd 6  
33rd 5  
34th 4

## **5.2**

### **Dropped scores**

Each competitor must drop the below worst scores from the championship standings.

- .3 worst heat scores
- .1 worst Super heat score
- .1 worst Super final score

Zero points score can be dropped and 1 no show attendance may also be dropped.

### **Testing restrictions**

Testing at the track within 4 days of the event is banned.  
This means no testing from Monday - Thursday prior to UKC Friday practice.

Signing on sheets will be checked at each track and anyone found to be testing will receive 10 championship points penalty and possible exclusion.

## **5.3**

In the event of any meeting being cancelled outside of our control, the round will be classed as void, therefore, reducing the total rounds by one. If a meeting has to be abandoned after all heats have been run due to weather conditions, points will be awarded for the relevant final grid positions and all bonus points will be dropped including bonus points for any meeting that is cancelled. If a round is cancelled the overall championship will reduce by same. The championship must complete more than 75% for a champion to be declared. All drivers in the finals will receive points as listed, including a non-finish and non-compliance. However, penalty points will be applied and deducted from these scores.

## **5.4**

The UKC will use number 11 – 300 and can be selected by the driver on entry to the championship. These registered numbers will stay the same throughout the championship. Letter plates are not to be used. You must submit your first choice number and second choice number in case a competitor has made the same number selection prior to your registration. Number 1-10 are reserved for the 2021 championship final standings in each class. If you finished 1st-10th at the end of season championship standings, you have the sole right to use this number for the 2022 season as long as you

are competing in the same class.

## **5.7**

To resolve points ties, the driver with the most number of final wins will be awarded the result. In the event this is still tied, the driver with highest finishing positions from the last round will be awarded the result.

## **AWARDS**

### **6.0**

Trophies and prizes provided by the series partners will be awarded to the top 3 finishers in the Super Final. All awards will be presented at the presentation half an hour after the final results have been posted. All awards must be accepted personally.

### **6.1**

Championship trophies will be awarded to the overall class winner in each class. Any overall series awards other than trophies are subject to the generosity of the series sponsors.

### **6.2**

Special prizes may be awarded at each round by the sponsors of the championship. Further awards will be awarded at the presentation dinner at the end of the year.

### **6.3**

All competitors are obliged to collect their awards personally, the first three in each class must collect their awards personally, all other competitors must collect their awards personally or nominate a third party to collect their award on their behalf. In some cases, if awards are not collected, then they will be forfeit.

### **6.4**

**Entertainment Tax Liability** In accordance with current government legislation, the UKC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, is required to deduct tax at the current rate applicable from any such

payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and no later

than 30 days before the payment is due. For further information contact HMRC Personal Tax international, foreign Entertainers

## **6.5**

Title to all trophies in the event of any provisional results or Championship tables being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors must return such awards to the UKC Series in good condition within 30 days.

## **SPORTING REGULATIONS**

### **7.0**

By registering for the Championship all competitors, and their associates, commit and agree to positively promote and demonstrate the racing code. Where any reports of disrespectful conduct are judged to be well-founded the championship organisers may issue warnings or require remedial actions and/or report the matter to the championship stewards who may impose appropriate penalties which can include loss of championship points and/or race bans through to championship expulsion.

### **7.1**

It is mandatory for all competitors, (and reminded that if a minor they must be accompanied by the parent / appointed legal guardian) to attend all drivers' briefings arranged by the Race Director.

### **7.2**

**Time place or lap time penalties may be imposed for the below reasons:**

Gaining an unfair advantage

driving in a manner incompatible with general safety

Aggravated contact

Ignoring flag any signals

Incorrect position front fairing

**Race exclusion may be imposed for the below reasons:**

Intentionally reattaching the front fairing after the chequered flag

Abusive language, behaviour or assault

Failure to attend the drivers briefing

Failure to obey official of the meeting

Scrutineering – serious none compliance

Underweight

Failure to report to scrutineering

Race disqualifications cannot be dropped from the total score to count

Round Exclusions cannot dropped from the total score to count

**Championship exclusion may be imposed for the below reasons:**

Abusive language, behaviour or assault

Scrutineering – serious none compliance

Championship exclusions will void all points accumulated

**TECHNICAL REGULATIONS**

.Iame X30 Senior - Technical regulations to mirror those by the UK class rules

.Iame X30 Junior - Technical regulations to mirror those by the UK class rules

.Iame x30 Mini - Technical regulations to mirror those by the UK class rules

.Rotax Senior - Technical regulations to mirror those by the UK class rules

.Rotax Junior - Technical regulations to mirror those by the UK class rules

.Rotax mini max - Technical regulations to mirror those by the UK class rules

.Honda cadet Technical regulations to mirror those by the UK class rules

For other regulations such as bodywork, bumpers, chain guards etc the regulations mirror those by the UK Class rules.

A detachable front fairing mounting kit is mandatory.

Engine Fiche as published by the Engine Manufacturer or UK Dealer

Weights as detailed in 10.3

The Chief Scrutineer and Race Director's interpretation of these regulations is final and cannot be queried or appealed.

## 8.1

### **TYRES**

One set of slick tyres and one set of wet tyres only will be allowed for racing per competitor per weekend, plus one emergency set of wets if required, these extra tyres may only be allowed at the discretion of the Series scrutineer if in his opinion the tyre is damaged and un-safe to use.

Any accidentally damaged tyres may be replaced at the scrutineers' discretion and purchased from the organiser. Round 1 tyres are to be carried over to round 2 and to be used in official practice sessions and the race if you wish too.

### **SLICKS TYRES**

New race slicks tyre must be purchased at round one and can be purchased for each following round if you wish but it is not mandatory. Race tyres must be marked by UKC and scanned prior to heat 1 and must be used at the start of heat 1 and stay on the kart for the remainder of the event. (if all sessions are declared dry or open)

**It is mandatory to take part in the Sunday 3 lap warm up session and tyres in this session are open. ie. Use your practice or race tyres**

### **WET TYRES**

New race wet tyres must be purchased at round one and can be purchased for each following round if you wish but it is not mandatory. Tyres must be marked and scanned by UKC at the start of each event. All tyres will be checked by tyre sniffers and scanned at the start of each event and on dummy grid entry. **You cannot use tyres purchased outside of UKC for any of the race sessions**

**It is mandatory to take part in the Sunday 3 lap warm up session and tyres in this session are open. ie. Use your practice or race tyres**

IT IS THE COMPETITOR'S RESPONSIBILITY to make sure that the scrutineer inspects a faulty tyre before the kart leaves the tracks exit/weighing in area.

### **EMERGENCY WETS**

Competitors may purchase 1 set of emergency wets per round.

If you damage your race wets, you can then switch to your emergency wets if you wish to. The emergency set must be brand new and the original race wet will be voided from all events. (Cannot be used again)

## 8.2

All tyres will be barcoded (or Marked) at each weekend meeting. You must use these tyres for all heat races , pre final and Final at that meeting. All tyres will be barcoded at each round.

## 8.25

### **All heats compulsory**

checks will be made by scrutineering on the dummy grid to ensure equipment is in accordance class regulations and as supplied by manufacture of parts.

If for any reason you do not make the grid for your heat - you will need to attend scrutineering with your kart and have the kart checked to verify any mechanical faults causing you not to participate

If the no faults are found then there will be a fine of 10 championship penalty points. If you DNF during a race , you must attend scrutineering with your kart to verify the fault.

## 8.3

Competitors must remove all their tyres and fuel cans from each circuit at the end of a meeting. Should any be left behind they will be identified and any charges incurred for their disposal will be reimbursed from the competitor.

## 8.4

Eligible Vehicles and engines must be in accordance with the Technical Data logged in accordance to the kart class you are entering under.

## 8.5

Each driver will be allowed 1 kart & 2 engines only, per race meeting. It is the competitor's responsibility to ensure that the correct kart & engine numbers and other details are recorded on the scrutineering card. The competitors must abide by these championship regulations. Any driver excluded for technical infringement will lose all points from the round. However, for a minor technical infringement (e.g. underweight, side pods outside wheels, air box, broken or missing etc.), the Clerk of the Course shall have the discretion to waive this penalty and classify the infringement as a non-compliance. If a driver is excluded during the heats he/she is eligible to participate in the final, provided the infringement is not classed as a major infringement and must be corrected and evident for the Scrutineering staff to check. It is expected that the penalty will be applied for engine, tyres or fuel infringements, which are classified as major technical infringements. For minor exclusion's the driver will receive points for the place of listing on the official result sheet for that race. If a driver is suspended or excluded, it does not allow the competitor to take part in the prize- giving or the podium ceremony, nor to appear in the official

classification of the competition in any place other than that resulting from the application of the penalty.

## **8.6**

When the meeting is declared dry, slicks must be used, if a meeting is declared open then either slicks or wets may be used. Slicks can not be used in the meeting is declared wet.

## **8.7**

Only if the meeting is declared Open or wet may wet tyres be used.

## **8.8**

The only tyres to be used in each class are listed below:

Senior Rotax: Mojo D5

Junior Rotax: Mojo D2

All Rotax classes wet tyres are Mojo W5

Honda Cadet: SL3 Slicks & KT3 wets

lame X30 Junior: Komet K2H Slicks & K1W wets

lame x30 Senior: Komet K2M Slicks & K1W wets

UKC does not claim any right in the above names and acknowledges that it does not claim any copyright. UKC uses them and any ref to their regulations purely for descriptive purpose.

## **8.9**

At any time tyres may be tested by the technical officials for conformity and their decision is final.

## **8.10**

A photoionisation detector (PID) may be used for comparison testing for chemical treatment of tyres. A reading greater than 2ppm, with the sampling probe within 5mm of any part of the tyre or tread, and where the reading is at least 50% greater than the average readings found on a similar sample of tyres from the spare pool held by the organisers will be deemed illegal.

If chemical treatment of tyres is established before the race, using the above technique or any other, the competitor will not be allowed to race as chemically treated tyres may constitute a safety risk.

## **8.11**

## CHASSIS

All classes will only be allowed one chassis however, if damage occurs to the chassis, which has been scrutineered for the meeting, if in the opinion of the scrutineer it is not practical or safe to re- pair in time at that meeting, one alternative chassis of the same make and type may be scrutineered in order to continue the meeting.

### 8.12

Ballast may be added to the kart chassis or seat to attain the minimum class weight. There must be at least two bolt fixings, or three if straddled on a triangular seat stay. The maximum per fixing is 5kg.

### 8.13

## ENGINES

Only two engines are allowed to be scrutineered.

Engines may only be started in a designated area. Should a Driver/Entrant wish to start their engine it may only be done under the supervision of the Scrutineers and then only in a designated area.

Due to noise problems some circuits may not have such an area. Any Driver/Entrant starting their engine without the above permission will be reported to the Race Director who may exclude them from the meeting or penalise them in accordance with these Regulations.

### 8.14

## FUEL & FLUIDS

It will be each competitor's responsibility to purchase their own petrol from free practice until the end of the race weekend on Sunday. The Petrol must be sourced from a designated commercial pump which will be announced prior to the event. It is forbidden to add any liquid and/or power- boosting chemicals in the petrol. Electronic Fuel testing equipment will be present at each round

for on spot checking and the competitor may be asked to change fuel if required by the scrutineer. This will be notified to the Clerk of the course is relevant. If any competitor wishes to make a formal protest against other competitors fuel then a £500 fee will be charged to register the protest and carry out the investigation.

If any competitor wishes to make a formal protest against another competitors engine then a £500 fee will be charged to register the protest and carry out the investigation.

### 8.15

Any time during the meeting you may be requested by the Eligibility Scrutineer to replace the oil under supervision, with oil that will be given to you by the scrutineer, for use for the

remainder of the meeting. **All Rotax classes must use ROTAX XPS DYE FULL SYNTHETIC OIL**

## 8.16

Any competitor found to have been using fuel, tyres, or equipment not conforming to these regulations; will be subject to any costs involved in carrying out any necessary tests or eligibility procedures. Failure to pay these costs will result in exclusion from any further championship meetings. It is the competitor's responsibility to cover the costs of any rebuilds, damage or work to be carried out after scrutineering checks.

## 9.1

**TRANSPONDERS & RADIO COMMUNICATIONS.** All karts must be fitted with a MYLAPS or Tag transponder (depending on the track) provided by the driver/entrant. The transponder must be fitted to the back of the seat, vertical with the R clip to the top, at a height from the ground at 25cm + or – 5cm to any part of the transponder.

It is the responsibility of the driver to ensure that the transponder is working correctly, chassis parts or bodywork does not obscure the signal and the battery is sufficiently charged. These transponders will be used for lap scoring and must be in place and working for all official practice and all races.

Transponders not fitted or not working will result in the competitor not being lap scored, and no finishing position given. Note if vertical fitting is not possible as prescribed it may be fitted on the rear of the seat and must be in a vertical position.

No radio communication is permitted to or from the kart or driver unless under the control of the organiser, except for satellite positioning systems for data logging purposes.

The lap scoring and timing areas are out of bounds to all except signed on officials.

## 9.2 SAFETY

**RACEWEAR.** At all times whilst on track drivers must wear race suits, helmets, boots that cover the ankles and suitable gloves. All race clothing should be designed and suitable for competition use in good condition. These will be inspected at pre-race scrutineering.

Helmets will be full face and should comply with one or more of the following.

FIA 8860-2004, FIA 8859

SNELL SA2005, Snell SA2010, Snell SAH2010, Snell SA2015 SFI Foundation 31.1A, 31.2A BS6658 Type A/FR

ECE22.05 ACU Gold Sticker approved

SNELL- K98, K2005, K2010, K2015

SNELL – FIA CMR2007^

SNELL – FIA CMR2016^

SNELL – FIA CMS2007^

SNELL – FIA CMS2016^

Competitors should note that the expiry dates of crash helmets may be observed.

Race suits must have CIK homologation and be either Level 1 or Level 2 marked on the collar.

### **9.3**

Motorsport is dangerous and it is the primary concern of UKC at all its sanctioned or affiliated events. Methods of operation, vehicle construction, track facilities and competition practices are under constant review to protect all participants and to reinforce the safety standards of the sport. Kart racing has certain inherent risks. Each competitor assumes those risks when they participate in an event. While everyone involved including drivers, team members, officials, promoters, and UKC have taken measures to reduce the risk of serious injury or death, the risk cannot be eliminated and will always be present at a high level.

### **9.4**

Competitors are obligated to inspect, observe, and promptly report to the Clerk of the course, race director or championship organiser if they see any inadequacy in the facilities, personnel, equipment, or conditions at the track before, during, and after each event. All competitors have the right to withdraw from an event for safety concerns whether real or perceived. Competitors also are solely and directly responsible for the safety of their race karts and racing equipment and are obligated to perform their duties (whether as the vehicle owner, driver team member) in a manner designed to minimise to the maximum extent possible the risk of injury to themselves and others.

### **9.5**

Every entrant must have a minimum of one fire extinguisher with current inspection for every 400 square feet. Fire extinguishers must always be visible and accessible.

### **9.6**

At all times whilst on track, drivers must wear race suits, helmets, boots that cover the ankles and suitable gloves. All race clothing should be designed and suitable for competition use in good condition. These will be inspected at pre-race scrutineering.

### **9.7**

Race officials and emergency medical personnel are the only persons authorised to be on the track after an accident has occurred. Exceptions to this are at the Clerk of the course discretion. Karts involved in an accident may be subject to inspection by officials. Medical personnel shall examine any driver who sustains an injury. Any kart and driver involved in an accident shall continue only with approval from the Clerk of the course.

### **9.8**

Smoking is not permitted on the dummy grid, parc ferme, scrutineering, weighing or engine starting

areas or on the track. This ban includes the use of 'vaping' or electronic cigarettes. No one is to enter the circuit without permission from an official and must be signed on and wear a high visibility vest.

### **9.9**

At the end of any race In the case of a technical infringement arising from post race scrutineering due to an incident during a race, such as an Air box, exhaust etc. loose or falling off, which if seen during the race would normally have resulted in the competitor being given the mechanical failure flag, or where the driver is given the flag too late for them to leave the circuit before the end of the race, the competitor will be placed in a position in the results behind the last driver completing the race. If more than one driver is affected they will be recorded in the order that they started the race; i.e. the highest on the starting grid will get the first place behind the finishing drivers.

Competitors are reminded that failure to comply with a technical flag will be at minimum be exclusion from the race.

## **KART CLASSES**

### **10.1**

Eligible Classes, ages and minimum weights (driver and kart) below:

Honda Cadet  
Micro max  
IAME X30 Junior  
IAME X30 Senior  
Rotax Junior Max  
Senior Rotax Max

UKC does not claim any right in the above names and acknowledges that it does not claim any copyright. UKC uses them and any ref to their regulations purely for descriptive purpose.

### **10.2**

Number plates for each class must be displayed as below:

**IAME Cadet:** Yellow plate with black numbers  
**Honda Cadet:** Yellow plates with Red numbers  
**IAME Mini X:** White with Black numbers  
**IAME X30 Junior:** Green with white numbers  
**IAME X30 Senior:** Yellow with black numbers  
**Rotax Mini Max:** Yellow with black numbers  
**Rotax Junior Max:** Red with white numbers  
**Senior Rotax Max:** Blue with white numbers

### **10.3**

## **KART CLASSES**

Eligible Classes, ages and minimum weights (driver and kart) below:

IAME Cadet Ages 8-13 103 KG

Honda Cade IAME Ages 8-13 103 KG

MINI X30 Ages 11-14 132 KG

MINI MAX Ages 11-14 132 KG

IAME X30 Junior Ages 11-16 148 KG

IAME X30 Senior Ages 14+ 162 KG

Junior Rotax Ages 11-16 148 KG

Senior Rotax Ages 14+ 162 KG

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## **CODE OF CONDUCT FOR DRIVERS**

All participants must act within the rules and respect race officials and their decisions.

All participants must respect their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.

All participants must encourage and take responsibility for their actions at all times.

All participants are required to display courtesy and etiquette to other members and participants. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.

All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.

Any abusive comments on social media (Facebook, Twitter etc.) between teams, competitors, officials, organisers, or any person associated with UKC or Rotax, will be held responsible and liable for their actions.

This may result in exclusion from taking part in any future UKC events.

## **THE RACING CODE**

When you compete in the ultimate karting championship it's most important to remember the racing code:

- .Race for enjoyment
- .Try your best at all times
- .Race fairly
- .Be polite and treat everyone with respect
- .Don't show off if you win
- .Don't get upset if you don't win

### **The UKC will:**

- .Recognise that there are different groups within the racing family and treat them appropriately
- .Create a welcoming, friendly and safe environment for everyone
- .Treat every competitor fairly and encourage others to do so
- .Recognise that as a representative of the sport, I have a duty to be polite and treat racers, volunteers and supporters with respect

### **Parents and guardians:**

- .Encourage young drivers to have fun and enjoy racing
- .Don't put pressure on young drivers to take part
- .Don't impose your own ambitions on young drivers
- .Don't criticise young drivers when they make mistakes
- .Don't expect young drivers to win and recognise that the benefits of junior racing lie in the skill acquisition and not about winning events and championships
- .Never encourage young drivers to break or bend the rules
- .Respect other competitors and their families and applaud their success

Respect the decisions of the officials at all times

**As a team owner or member of a team:**

.Accept that racing is primarily about enjoyment

.Don't put pressure on young racers to achieve results

.Recognise that Junior racing is about skill acquisition, not about winning events and championships

.Encourage all racers to respect the rules and the authority of the officials

.Never encourage a racer to break or bend the rules, nor to drive in a manner that could cause injury to themselves or others

.Recognise that this is not Formula 1