



BPEC 2020 RULES & REGS

The following Rules, Regulations and Instructions are the instrument that BPEC use to maintain good order and settle disputes in the running of their British Pro Kart Endurance Championship. It is the Team Captains responsibility to ensure that ALL drivers have read.



ENDURANCE CHAMPIONSHIP REGULATIONS

CR 1 Title and Jurisdiction

The title is set out in SRR 1 of the Specific Race Regulations and is held in accordance with these Championship Regulations, the Race Regulations, the Specific Race Regulations and the Technical Regulations, as may be modified and notified to the teams.

CR 2 Championship Officials

Are those noted in the SRR 2.

CR 3 Competitor/team Eligibility

Must be registered for the Championship and eligible under "Race Regulations".

CR 4 Registration

Details of Registration are in SRR's Acceptance of Registration by the organisers is deemed to be acceptance of and agreement to the Regulations by the competitor.

CR 5 Championship Content

Details are in SRR's

CR 6 Championship Points

Scoring Details are in SRR's

CR 7 Awards

Details are in SRR's

CR 8 Team Names

Team names may be company names or otherwise but must not be considered by the race Director as offensive or rude.

CR 9 Championship Race Numbers

Race Numbers will be allocated by the organisers. Competitors may not be able to have the number of their choice. Priority will be given in order of receipt of application.

CR10 Clerk of the Course

The Race Directors will use their best endeavours to ensure that the Championship Clerk of the Course is present at each round of the Championship but this may not be possible.

The Clerk(s) of the Course appointed for the Championship and each event will have absolute jurisdiction.

The Clerk of the Course's decision is final and binding on each team and every driver.

CR11 Penalties

Digressions from Race Regulations will be penalised in accordance with the List of Penalties. Other matters will be at the sole discretion of the Clerk of the Course and may vary from a verbal warning to a driver; to exclusion of the whole team from the Championship.

ENDURANCE RACE REGULATIONS

RR 1 Definitions

“Race Regulations” (RR) are the particular regulations for any Endurance race. “Championship Regulations” (CR) contain matters that are directly related to a Championship Series. “Specific Race Regulations” (SRR) contain the specific details of an event and may vary at different events.

RR 2 Organisation

The Race Organisers are detailed in SRR’s. The Race Organiser’s representatives will be present at the event and will normally be contactable at Race Administration. Medical facilities will be present during official practice and race. The details are set out in SRR’s.

RR 3 Event Officials

A Clerk of the Course and will be appointed for each event. Deputies may also be appointed to assist. The Clerk of the Course will have full control over the event including the imposition of penalties. If any matter arises that is not specifically prescribed in these Race Regulations, the Championship Regulations, and the Specific Race Regulations or the Technical Regulations, he may apply a ruling that is consistent with established principles in motor sport. Alternatively, the Clerk of the Course may decide to apply his own or the track’s ruling. For matters that have been conveyed in writing, not during an event, for example, Championship point’s allocation, teams have seven days from the date of publication to make a written submission to the Championship Organiser, which will set out the cause of their disagreement. If the team and the Championship Organiser cannot agree, they will submit their respective cases to the Clerk of the Course either in writing or in person, as he may decide, and he shall make a ruling which shall be binding on both parties. If the Clerk of the Course agrees to hear the dispute in person he may restrict representation to one person per party.

RR 4 Event

The Race Organisers have arranged Kart Endurance race(s) to be held under the provisions of these Race Regulations, the Specific Race Regulations, the Championship Regulations and the Technical Regulations, as may be modified and notified to the teams of competitors.

RR 5 Karts

Only karts complying with the Technical Regulations are eligible.

RR6 Competitors Eligibility

A competitor must satisfy the Clerk of the Course of his/her competence to race. The Clerk of the Course may exclude any driver whose practice times or driving are unsatisfactory. Competitors must comply with any particular requirement or byelaw of the Circuit. The minimum age of any competitor is 16 unless otherwise stated in the Specific Race Regulations. Drivers under the age of 18 must ensure that all paperwork is countersigned by a Parent or Guarantor who must be in attendance at the event and be available to attend with the minor if the driver is required to be interviewed by an Official of the event or penalised by the Clerk of the Course. Any drivers found or suspected of having taken alcohol or any drug on the I.O.C. list of prohibited substances will be immediately excluded. This may also result in exclusion of the team. Karts used by disabled drivers must be identified in an appropriate manner. The minimum/maximum number of drivers and/or driver changes are stated in the Specific Race Regulations. Junior drivers - exemption can be made to the age limit if the organisers are satisfied of the competence of the driver, the parents sign the appropriate waiver and there are no objections from any other competing teams. Each individual driver will be treated on their own merits, there is no hard & fast rule. Each junior driver must be viewed by the race director and assessed in their ability. We reserve the right to withdraw consent for a junior driver at any time.

RR 7 Behaviour of Competitors

If competitor or team member is accused of bringing the Sport into disrepute or uses abusive language, threatening behaviour, assault or threat of assault or has driven dangerously or recklessly, they will be excluded from the event and the team will incur a 10 lap penalty. For very serious indiscretions the whole team may be excluded from the event or series.

RR 8 Apparel/Clothing

Drivers must wear suitable protective clothing whilst racing, complying with current standards. All clothing must be in good condition free from holes, tears, etc., and to the satisfaction of the Scrutineer. Kart race suits bearing current registration marks are acceptable. Drivers are advised to wear under garments that provide fire resistance. Race suits must be securely fastened and must be properly done up whilst racing. Waterproof over-suits may be used provided they are over an approved race suit. Proper racing boots are recommended, all footwear should provide ankle protection. Gloves, either fabric material or leather, must be worn. Neck braces and rib protectors are recommended. Drivers must wear a full face crash helmet that fits correctly and complies with current standards or similar and is correctly fastened at all times. Competitors are required to keep their helmets on, fastened and their other protective clothing in place until they are clear of the boundaries of the racing circuit. Competitors must not carry bum bags, tools, weighted belts, or any type of GO PRO on the kart or crash helmet or the like. **Radio Comms are permitted to be used, however, CLIP ON / STICK ON ONLY and NO BOLT ON's are allowed.** In your own interests you are advised to remove from your person whilst racing, watches, coins, combs, jewellery or the like, and in particular earrings.

RR 9 Registration

Where Registration is required for an event the details will be set out in the SRR's. It is expected that any Championship Series will require Registration and the details are to be set out in the Championship Regulations.

RR10 Entries

Entries must be in writing on the correct Entry Form, properly completed, with the correct entry fee and be delivered to the Race Organizers in reasonable time before commencement of the race. Competitors are reminded that the Entry Form includes an undertaking that they will comply with and abide by these Regulations, the Championship Regulations, the Specific Race Regulations, the Technical Regulations and the decision(s) of the Clerk of the Course. Entries will be accepted on a first come, first served basis up to the maximum number of teams stated in the Specific Race Regulations. The Race Organisers have the right to refuse an entry for whatever reason.

RR11 Entry Fee Refunds

Costs will be incurred in the Booking and preparation associated with the event hence Entry Fees are not refundable., except in exceptional circumstances and will be at the discretion of the Organisers.

RR12 Cancellation

The Race Organisers may cancel the event if the number of entries is insufficient to make the event worthwhile, or due to any other circumstances beyond the control of the organisers. **The organisers will attempt to re-schedule an alternative date if the event is unable to run due to bad weather. Should any team not able to attend the new date a full refund will be made.**

RR13 Advertising

No tobacco advertising is permitted if TV coverage is to be present.

RR14 Signing on

Upon arrival at the event, teams must report to Race Administration, comply with the Race Organiser's established procedure for "signing on" and complete such paperwork as is required by the Race Organisers. Teams are required to submit details of their kart and drivers, etc.

RR15 Scrutineering

All teams must complete **A SELF SCRUTINEERING CARD** with the Chassis make and serial number, engine numbers and the 4 engine seal numbers, it is a compulsory requirement that all teams run a BPEC sticker on their front nassau panel this is a compulsory.

The kart must be carrying the maximum ballast with which it will race, securely attached. An inspection may follow, which will include recording a transponder number for the team. The team/ driver is responsible for ensuring the kart is in a condition that is suitable for the circuit conditions and speeds likely to be reached.

RR16 Briefing

All drivers, mechanics and team managers must attend a drivers briefing by the Clerk of the Course. **Failure to attend may result in driver(s) ineligible to race.**

RR17 Practice / Testing

Each driver must complete a minimum of three laps of the circuit.

RR18 Grid positions

The team with the fastest lap time will be in pole position Karts will be lined up in grid formation. The grid will be closed five minutes before planned race start. Only the driver and officials are allowed on the circuit from this time until completion of the race. Any team not in position at this time will start from the pit lane and join the race behind the last driver on the grid. Karts that become out of position may resume their grid position during the rollout lap(s).

RR19 Starts

The start procedure will be decided by the CoC. There are two main types of starting either a Le Mans style start or the usual Rolling Start.

If the Start is a **ROLLING START**, then when signalled to do so, the drivers will set off at a steady and even pace on a rolling lap. As they approach the start line the start lights will be switched to red and if the starter is satisfied with the relative position and speed of teams he will switch the lights to green to signal the start of the race. If the pace is too quick or drivers are not in formation, the lights will remain red and the karts will complete another lap in formation and approach the start-line again. If the start lights fail or are not used, the start will be indicated by showing the grid the national flag and on the next rolling lap a start will be indicated by raising the national flag. If pole driver or number two is considered to be going too fast or another driver breaks formation, the team will be penalised in accordance with the List of Penalties. Weaving, falling back in order to accelerate, or practice starts on the rolling laps are not permitted. Alternatively, in certain circumstances and at the Clerk of the Course's discretion, the rolling lap(s) may be controlled by a pace vehicle.

LE MANS START Karts will be placed in grid order on one side of the track. Drivers will lie up in grid order on the opposite side of the track. There will be only one mechanic responsible for holding the kart with engines running. The grid marshal will indicate that karts and drivers are ready. The start marshal will then start the race. Mechanics are not allowed to propel the karts towards the drivers. The drivers will run to the karts, enter and then drive off ensuring that safety to themselves and other drivers is maintained.

RR19a Jump Starts

When a team/driver jumps the start which is determined by the start line computer, including breaking formation before the start line, this will result in a penalty for teams. The COC will call a false start OR penalise the offending driver(s). A cone maybe placed down the middle of he grid for the starting lap.

RR20 Timing and lap scoring

Timing and lap scoring will be computerized, utilising small electronic transponders fixed to each kart. Any person found attempting to tamper with this equipment will be excluded, along with their team. Holders for the transponders may be purchased from the Race Organisers (if available) and must be securely attached to the kart with lock wire or cable tie(s) and at least one bolt, which should go through the hole in the closed end of the holder. Holders should not be attached to a metal floor tray, or placed over a frame tube or near lead ballast. Transponders can be hired from the organisers for **£15 per 6 hour and £30 for double header** and must be returned before competitors leave the circuit. Replacements for stolen, lost or damaged transponders will be charged to the team at the price set out in the Specific Race Regulations. In the unlikely event of failure of the timing system the race will be stopped. The re-starting order will be the last available printed race order. Teams are responsible for monitoring the lap scoring system and notifying the Race Organiser of any malfunction. **In the case of transponder failure or loss of transponder the team will be required to pit ASAP to get a new transponder fitted.**

RR21 Flag Signals

Competitors are reminded that all flag signals must be obeyed and a list of flags and their meanings is appended hereto.

RR22 Breakdowns on track

Karts which have broken down must be returned to the pit area, no repairs to be undertaken on track. If not able to be driven they shall be pulled to a place of safety, clear of the race traffic. Under no circumstances are karts to be pushed back to the pit area along the circuit. This is unsafe for the driver and a hazard to the other competitors. Subject to obtaining prior consent of the Clerk of the Course, other signed-on team members may be permitted on the circuit (during this period they must wear HI VIS clothing) to assist with the recovery of the broken kart which may be pushed on a trolley or carried alongside the track edge (in the same direction as the race unless otherwise directed) but only when that sector of track is controlled by a stationary yellow flag. A marshal's instruction must be complied with. The Clerk of the Course may decide to control the race with a pace vehicle or yellow and issue his directions concerning the recovery of a broken kart. (See also the Technical Regulations). A 1 lap penalty will be applied to any team who runs out of fuel on track or cuts the track for whatever reason.

RR22a Full Course Yellow Procedure

In a Full Course Yellow situation, the COC or Main Flag Marshal will find the leader of the race before all teams slow down in order.

RR23 Pace Vehicle

A pace vehicle may be used to control the race. In these circumstances, karts must immediately slow and form up behind the pace vehicle. Karts must not overtake each other or the pace vehicle, unless so directed.

RR24 Refuelling Stops

Refuelling during racing is an essential part of endurance racing and the following rules are to effect minimum risk to drivers and others in the location whilst refuelling is carried out. These rules must be strictly adhered to and the penalties noted in the List of Penalties reflect the seriousness of the organisers' views. Under no circumstances is anyone, **other than the driver plus 1 team member allowed to assist in fuel stops (disabled teams will be assessed)**

This may include pushing kart into fuel bay, switching off engines and restarting, removing/replacing fuel cap. This is a strictly **No Smoking Area** and is an area prohibited to the public or competitors. There will only be one fuel bay open, unless there are in excess of fifty competitors, in which case two will be employed.

- a. All teams are required to supply 20 L of unleaded fuel in a suitable fuel can (preferably jerry can) per 6 hour race. This is required to be delivered to the fuel bay/marshalls the day before race day at a time specified in the itinerary. BPEC will supply the rest of the fuel. Octane boosters or other additives are not permitted and fuel samples may be taken and tested at any time. Fuel tanks should be drained prior to pre-race scrutineering and will be filled before commencement of qualifying and again before commencement of race (if required or permitted).
- b. Refuelling must only take place within the area designated by the organisers as the “refuelling area”.
- c. The driver **or 1 team member** will bring the kart to the refuelling area at walking pace. The driver **or team member** will stop and switch off both engines before alighting from the kart, removing the fuel tank cap(s), placing them in the kart seat and pushing the kart into final position. The driver **or team member** will then hold a fire extinguisher (provided by the organiser) and be ready to use it.
- d. The Organiser’s Fuel Marshal(s) will fill the tank. **The driver or team member** is to remain in readiness with the fire extinguisher. When signalled, the driver **or team member** will replace the fire extinguisher and check that the fuel caps are in place and secure. He may then push the kart forward out of the refuelling bay. Once clear of the designated refuelling area, he may restart the engines and, after seating, continue with the race.
- e. No work to kart (e.g. weight change, lubrication of chains, adjustment of side pods etc.) or driver change is permitted in the “refuelling area”.
- f. A fuel stop is defined as bringing the kart to a halt, removing the fuel cap and having the nozzle of the fuel dispenser placed into the neck of the fuel tank. At that point the driver can decline any fuel being dispensed, have the nozzle removed, replace the fuel cap and leave the fuel area.
- g. The fuel bay will close **5 MINS BEFORE THE END OF THE RACE.**
- h. **Teams not completing 4 mandatory stops will receive a 10 lap penalty per missed STOP**
- i. **Restarting engines before the designated point (determined at each track’s briefing) after re-fuelling, will result in a 5 sec penalty.**

RR25 Repairs/driver changes

Repairs may only be carried out in the designated pit area. Any team obstructing another team or teams will be penalised. Driver changes will also take place in the designated pit area. Drivers may change as frequently as desired, unless otherwise stated in the Specific Race Regulations.

RR26 Tyres

Slicks - Bridgestone YDS tyres must be used from Series tyre supplier. Controlled new tyres must be used at each round for qualifying and race.

RR27 Driving karts when not on the circuit

Karts must be stopped and pushed once they are safely clear of the track. It is permitted to drive them through the pit lane but only at a walking pace (e.g. 2 mph). They are not to be driven in the paddock area. Competitors are reminded that all circuits have restrictions concerning noise. It is the competitor’s responsibility to ensure that engines are not started before or allowed to run after the times permitted by the circuit. Failure to comply could jeopardise the future use of the circuit. Miscreants will be dealt with most severely and may even be excluded.

RR28 Re-joining the circuit

Drivers must comply with the instructions of the pit lane marshal (when present) and not re-join the circuit until it is safe to do so or block or otherwise interfere with karts moving in the pits or racing on the circuit.

RR29 Weighing

Scales will be available for use prior to race commencement. They will be situated at a suitable point and karts must be weighed each time they leave the circuit. **Drivers must stop before the scales and either drive or push on** when signalled to do so by the marshal. If underweight, they are to be weighed again but priority will be given to other karts following. Penalties for being underweight are in the List of Penalties.

RR30 Race Stops

If it is necessary for the race to be stopped, red flags will be shown whereupon drivers will slow to a reasonable speed, raising one arm to indicate to following traffic their intentions and proceed cautiously to the grid prior to the start-line or stop if the track is blocked or as otherwise directed by an official of the event. Drivers should position themselves to one side of the track to allow passage for an ambulance or other road vehicle. Overtaking is not permitted after the red flag is shown. Unless the Clerk of the Course declares otherwise, only the driver and race officials are permitted on the track at this time and until the restart of the race. Any time lost by race stoppages shall be disregarded. The race will end at the expiry of the stated duration regardless of any stoppages. The Clerk of the Course shall have the power to abandon a race and declare the result at that point. Red Flag conditions will persist until the Green Flag indicates the re-start of the race. Waved yellows may be used, during the RED FLAG period to check that racing will be possible e.g. transponder checks. However, no work can be carried out on karts until a Green Flag indicates the race has re-started.

RR31 Repairs during race stoppage (Red Flag incident)

During a RED FLAG incident the Pit Lane entrance and exit will be closed. Teams requiring to work on their karts are not permitted to remove their karts from the circuit until the rolling lap commences. The karts should be positioned adjacent to the pit entrance from the circuit and weighed upon entering. Karts in the pits at the time of race stop will remain there until the race has restarted and they will join the back of the grid.

RR32 Restarts

Race restarts have proved contentious in the past because the gaps achieved during racing disappear at the restart. The organisers therefore reserve the right to decide on how the restart will take place. They will use a re-grid based upon track position at the Red Flag, At the Red Flag karts line up in their current track position, and they roll around in this order to the Green Flag restart. Any Penalties as per RR 19.

Where possible, competitors will be given a five minute warning of the restart. The race will be restarted in single file in track position. There will be a minimum of one rolling lap before the restart.

RR33 Driving Standards/Sporting

Drivers must conduct themselves at all times in a manner consistent with the general safety of themselves and others. Drivers are reminded that there is considerable variation in the skill and pace of drivers. Slower drivers must pay attention to the faster drivers catching them and should indicate which side the faster driver should pass by pointing. Faster drivers must take care passing slower drivers. The organisers advocate a raised arm signal on approaching a yellow (or red) flag or slowing to leave the circuit. Drivers must obey the signals and instruction of officials and marshals of the event. A summary of flags that may be used and their meanings is appended. Exaggerated blocking or weaving to prevent a faster driver from passing is not permitted. Competitors are reminded that the edge of the track is marked by white lines (or in the absence of white lines, the edge of the track surface). Karts should not drive off the edge of the track and a driver doing so and gaining advantage will be penalised. Any driver seen persistently or deliberately missing corners may be black flagged.

If a kart leaves the circuit either accidentally or deliberately, the driver is to re-join at a point nearest to the place where he left the circuit. Any driver observed using a “cut through” will be deducted that lap and penalised one additional lap.

RR33a

Contact will be warned if deemed necessary depending on offence, 2 warnings will be issued with a 3rd resulting in a **BLACK FLAG** penalty. A complete take out or compromising a fellow team or similar could result in a straight **BLACK FLAG** with no warnings. This will be COC decision.

EXPANDED ADDENDA TO RULE RR33

The following penalties will be applied by the Clerk of the Course, his deputy or his assistants. This shall not be considered an exhaustive list.

RR33.1 Gaining a single place advantage as a result of contact with another kart:

Black Flag (Stop/Go).

RR33.2 Contact driving by forcing another driver to run wide and compromising the offended driver's position:

Black Flag (Stop/Go)

RR33.3 Gaining an advantage by contact which results in and is responsible for a driver(s) coming to a halt:

Black Flag (Stop/Go)

RR33.4 Gaining an advantage by contact which results in multiple karts coming to a halt. This applies if the offending driver also comes to a halt:

Black Flag (20 Second Stop/Go)

RR33.5 Overtaking under a yellow flag:

Black Flag (Stop/Go)

RR33.6 Losing control and spinning under a yellow flag:

Black Flag (Stop/Go)

RR33.7 Speeding under yellow flags:

After one warning – Black Flag (Stop/Go)

RR33.8 Deliberate use of contact:

After two warnings – Black Flag (Stop/Go)

RR33.9 Deliberately forcing another driver off the circuit:

Black Flag (20 Second Stop/Go)

RR33.10 Deliberately blocking other drivers from overtaking, i.e changing direction more than once on any one straight:

Black Flag (Stop/Go)

RR33.11 Omitting any part of the circuit:

One lap deduction

RR33.12 Deliberately jumping the start

Black Flag (Stop/Go)

RR33.13 Exceeding track limits

During Qualifying:- Track limits during qualifying will result in that lap being deleted.

During Race:- After two warnings – Black Flag (Stop/Go)

RR34 Race Finishes

At the end of the race, which shall be when the race leader next crosses the Start/finish line after the end of the prescribed duration, the chequered flag shall be shown at the start/finish line. Drivers will slow, remaining in the same order and make their way back to parc ferme in the paddock area. Overtaking is not permitted after the chequered flag.

RR35 Results

All results will be published by the Race Organisers. The Awarding of trophies will take place 15 mins after the Results are published and verified.

RR36 Awards

Awards Trophies/Cups will be provided by the Race Organisers for 1st, 2nd & 3rd places in Elite, Pro & Jnr class, and 1st, 2nd, 3rd, 4th & 5th in Clubman class.

RR37 Penalties

The Clerk of the Course is empowered to penalise teams for not complying with the Race Regulations, Championship, Specific Race or Technical Regulations. The List of Penalties is attached. During the period from commencement of a time penalty until completion, no work may be carried out on the kart.

RR38 Go Pro/Camera

No cameras/Go Pro's are allowed during official BPEC Testing/Qualifying/Racing.

Flags



Union Jack

Race start/or National Flag



Blue Flag

Leader is approaching and is following close behind.



White Flag

A slow moving or pace vehicle is on the circuit



Stationary Yellow Flag/Full Course

Danger. Slow down sufficiently to ensure that full control of the vehicle can be retained, No overtaking.

Form a queue behind the leader, no overtaking, proceed at half race pace or as directed. Competitors re-joining the circuit from the pits during such a flag period should join at the end of the queue at the next occasion it passes the pit exit



Waved Yellow Flag

Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line or take other evasive action including stopping if necessary.



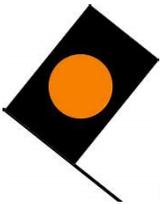
Contact

Contact waved to team to indicate contact warning



Slippery Surface

Slippery surface ahead



Mechanical defect flag

Waved to team to indicate kart issue and must return to pits immediately



Green

All clear, at end of danger area controlled by yellow flags. Also shown at all posts during the first lap of each practice session and during the formation lap



Stationary / Waved Red Flag

Immediately cease driving at racing speed and stop at one side of the race circuit. Alternatively, you may be instructed to proceed slowly, without overtaking, and with maximum caution to start-line obeying marshal's instructions, and being prepared to stop should the track be blocked



Black Flag

Waved to a specific team to indicate a black flag penalty, team must pit on next opportunity to serve their penalty



Chequered Flag Waved

End of session / race, all teams to stop racing and return to pits.

List of Penalties

<u>KART TECHNICAL</u>	<u>REGULATION</u>	<u>PENALTY</u>
Fuel First offence	RR 24	Exclusion (race)
Fuel Second offence	RR 24	Exclusion (series)
Tyres	T 6.1 – 6.3	Exclusion
Underweight During Qualifying	T 2.1 – 2.3	Start from pit lane or back of grid
Underweight During Race First offence	T 2.1 – 2.3	Per kg under = 1 Lap Penalty
Underweight During Race Second offence	T 2.1 – 2.3	Per kg under = 1 Lap Penalty
Post-race	T 2.1 – 2.3	Per kg under = 1 Lap Penalty
Chassis and/or dimensions	T 4 all sections	Exclusion (race)
Engine	T 1.2, T 3 all sections	Exclusion (race)
Transmission	T 5.1 – 5.6	Exclusion (race)
Brakes	T 5.3	Exclusion (race)
Bodywork	T 4.4	Exclusion (race)
Chassis construction	T 1.5, T 4.1 – 4.11	Exclusion (race)
Fuel system	T 3.1	Exclusion (race)
Failure to make starting grid	RR 18	Start from pit lane

C. 6-hour Championship:

10 x 6 hour races, any one round can be dropped.

D. 24-hour Championship:

Any 1 can be dropped.

Hence there will be 3 separate Championships running concurrently throughout the year.

SRR2 Championship Officials

Race Organisers:	Bobby & Ange Hutchinson (Karting Promotions Ltd)
Race Director:	TBC on race day & Bobby Hutchinson
Clerk of Course:	TBC on race day
Assistant CoC	TBC on race day
Chief Scrutineer/Technical	Bobby Hutchinson
Admin/Time Keeper:	Ange Hutchinson
Paramedic Services:	To be allocated at each circuit

SRR3 Awards for the 6 & 24 hour races

- Team trophies for
- 1st, 2nd and 3rd place in Elite Pro & Jnr classes
- 1st, 2nd, 3rd, 4th & 5th in Clubman Class at each event.
- Best Presented Kart (assessed at Starting Grid)

Other awards may be announced.

SRR4 Race Procedure

- A. Teams and their names must register for the Championship and completion of the necessary registration form supplying their preferred race number (subject to CR 9) and nominated drivers is a pre-requisite of entry. Championship numbers will be subject to organiser's agreement. Any new driver must be registered with a team. Teams will be allowed to run the necessary "O" plate for their class from winning the Winter O Plate.
- B. Drivers may only be registered with one team. Drivers may transfer to another team on completion of the relevant forms.
 - a. 1 ELITE driver will be permitted to drive for a PRO team in the 6 hour events, however the ELITE driver is only permitted to complete 50% of the overall race.
 - b. If a CLUBMAN team wants an ELITE driver to join their team, they will be automatically moved to PRO for the remaining season.
 - c. Any driver transfers for the 24 hr events are free of penalties, however strictly only 1 ELITE driver can race in a PRO team for the 24 hour event.
 - d. Should a driver decide to leave a team which has scored a top ten placing he may without penalty move to a new, previously un-raced team, however, if that driver moves to an existing team within the championship, that team will be deducted 10 championship points (this will not apply within the Clubman Class i.e Clubman driver moving to another Clubman team) Only registered teams/drivers are allowed entries to events.
 - e. Teams finishing 1st/2nd within PRO or CLUBMAN CLASS in the 2020 Overall Standings that has achieved 4 wins within class will automatically be promoted up in class for 2021.

As always we will review the Classes during the season to ensure its working well. BPEC and its officials reserve the right to change if deemed necessary.

- C. Entry forms will be sent to all registered teams with final instructions, prior to each event, these must be completed and returned with the relevant payment as detailed on the paperwork. Maximum entries per round are as per NKA circuit track licence. Entries will be accepted on a first come, first served basis. Registration does not guarantee entry into an event.

SRR5 Competitor Eligibility

It may be an Insurance requirement that all competitors be a Member of BPEC Driver's Club. If this turns out to be necessary then free membership will be allocated at signing on for the Championship.

SRR6 Race Procedure

It is the Team Manager's responsibility to ensure that all team members have read and understand all Championship regulations. Teams will sign a joint disclaimer at the beginning of the season which shall be deemed as acceptance of all Championship Regulations. Only Team Managers and new team members/drivers need attend registration where we may issue a scrutineering form.

SRR7 Event Itinerary 6 hours

ADMIN/SIGNING ON/TEAMS FUEL DELIVERY	-	On Saturdays 3-5pm (Also 8-9am Sunday)
BRIEFING	-	8:30/8:45AM
QUALIFYING	-	9 – 9:30AM
GRID UP FROM	-	9:35AM
GRID CLOSES	-	9:55AM
RACE	-	10AM – 4PM (followed by the presentation at approx. 4:15pm)

Teesside 24 Hour & Campillios Spain 24 Hour Itinerary will be announced when available.

SRR8 Championship

Teams may take part in all events. In the event of a tie the greatest number of race wins **from the OVERALL CHAMPIONSHIP TABLE will be the decider, based on all championship events. In the case of this remaining tied, overall 2nd places, then 3rd places etc will be used.**

SRR9 Championship Points

Only Teams registered with BPEC can score points.

Points for the Championship will be scored as follows PER CLASS in the 6 hour & 24 hour Championships. The Overall Championship will be scored using the points system as previous years (ie overall result at each round)

1 st	65	9 th	37	down to position 45 th scoring 1 point
2 nd	58	10 th	36	
3 rd	53	11 th	35	
4 th	48	12 th	34	
5 th	45	13 th	33	
6 th	43	14 th	32	
7 th	41	15 th	31	
8 th	39	16 th	30	

Bonus points

1 point for Fastest in Qualification (Pole)

1 point for Fastest Race Lap PRO

1 point for Fastest Race Lap ELITE

1 point for Fastest Race Lap CLUBMAN

In the normal course of racing, any penalties will result in lower positions and hence lower points e.g. a black flag will result in a drive through which will lose typically 30 sec. Drivers are entitled to drop these scores when selecting their best. However, a serious transgression could result in exclusion and have a serious effect on a Championship score. This (or these) scores must form the Championship score and cannot be dropped or modified. It is likely at the issuing of such notices that the driver/team will be informed of this action.

SRR10 Gear Ratios

Gearing for each event is fixed as follows:

GX200

64 rear Sprocket (20 x 64) = Shenington, PFI, Whilton & GYG

66 rear Sprocket (20 x 66) = Warden Law (KNE), Rowrah, Fulbeck, Llandow & Clay

Teesside will be 22 front sprocket and 64 rear (22 x 64).

SRR11 Weight

- The minimum weight for GX200 extreme (owner/driver) kart and driver is 185 kgs at all times, during practice, qualifying and racing (this may be adjusted during the year with 1 week notice).
- Junior teams will have a reduced minimum weight of 165kilograms but are required to use the specified restrictor (see Junior Pro Kart Green book)

SRR12 Final Adjudicating Committee

The Clerk of the Course and Chief Scrutineer will be appointed for each event. The COC will have full control over the event, his or her decision will be final on all sporting matters. Should there be any controversial item which is unclear in the Championship Regulations then the organisers will seek judgement of the Overall Race Director / Championship Organiser.

SRR13 Transponders

Teams will be responsible for correctly fitting of transponders. a supply may be available to hire from race control at **£15 per transponder**. Failure to return/**permanently damage** or misplace the transponder will result in the team being **charged £300** to purchase a new one. A fitment to the rear of the seat is advised. Competitors are responsible for the correct function of their transponder.

SRR14 Kart Illumination

Any lights fitted are subject to consultation with the scrutineer or COC. If lights are fitted they must not flash or in any other way be a distraction to other drivers and have a secure fitment. No rear lights permitted.

SRR15 Tyres

Control slick tyres will be supplied by a nominated supplier; these will be issued by lottery. The tyres will be marked and numbered, and must be fitted new, for official qualifying.

SRR16 Drivers/Fuel Stops (see RR24 for full definition of fuel stop etc.).

- A. A minimum of 2 drivers per team is required.
- B. A minimum of 4 fuel stops will be required per team over the duration of a 6 hour race, no minimum stops are required for 24 hours.
- C. Drivers must not remove or loosen fuel cap on approach to the fuel bay, and the cap must be fully tightened before leaving the fuel bay.
- D. The refuelling bay will be operational before qualifying and then close 5 mins before end of the race.

SRR17 Classes (ALL CLASSES MUST RUN THE ABOVE COLOUR NUMBER & BACKGROUND ON BOTH FRONT & REAR)

ELITE - Semi-supported or professionally run teams (Yellow backgrounds, black racing numbers)

PRO - self-run experienced teams (Red backgrounds, white racing numbers)

CLUBMAN – Novice teams & hire teams and any new teams joining the series & hire teams (Black background, white racing numbers)

The Clubman Class is intended as an introduction to Endurance Racing. It is not intended to spend an inordinate amount of time finding the “sweet spot” of kart set up, clubman hire teams will be able to get involved in kart set up during practice. They will be fully supported in terms of Driver Changeover/Weight and mechanical difficulties as well as strategic Driver order and time of substitution.

JUNIORS (165 kilograms) – (Blue background, white racing numbers) Age 12-15 years In very exceptional circumstances a driver of 16 yrs of age may be considered. The driver must satisfy the CoC that their driving would not present a danger to other competitors or themselves. Since their physical build is likely to be slight because of their age then a new weight limit (**165kilograms**) is put forward to prevent disproportionate amounts of weight to be distributed about the kart. This in turn presents other problems (mainly acceleration) and **a 15mm restrictor to be fitted.**

SRR19 Engine buy-back

ALL Classes within this BPEC Series are designated as “buy-back”. For these classes, the following additional rules will apply: A Competitor (The Claimant), who can only be another competitor entered into that event on that day, can require an engine or engines, used in that event, to be sold by the user or owner, to The Claimant. It is a condition precedent to acceptance of registration for the Championship Class and entry to each meeting that any driver competing shall have the right to purchase any other driver’s engine(s) in accordance with the procedures set out herein. Similarly, all drivers agree by entering the event to be in agreement to sell their engine(s) in accordance with the following. Notice of Intention to purchase an engine shall be in writing. The Claimant must state which engine(s) he wishes to purchase by noting the driver (or team) name and race number and the Claimant’s (or team) name and race number. The Notice of Intention must be lodged with the CoC before the final race (for this class) of the day ends (whether by Chequered or “Red flag”). In the event that more than one Claimant wants the same engine(s) then the CoC will decide, by who lodged the earliest notice of intention and payment in full. The Claimant may only claim one engine or pair of engines during any race meeting. The engine(s) purchased may only be subsequently used by the Claimant i.e. they cannot be repurchased or used by the previous owner. A claim cannot be made between team members. The CoC shall advise the other competitor (team) of the Claimants request as soon as reasonable but in any case before the karts leave parc fermé after an event. Engines cannot be claimed after this. The Claimant shall lodge the “Buy Back Price” (stated in the Schedule of Particulars), in cash with the CoC, no later than thirty minutes after the end of the race (for this class and in which the Notice of Intention to purchase was issued), or before this class has been released from Parc Ferme, whichever is first. The “Claimed” engine remains the property of its owner until such time as any post race scrutineering checks have been completed satisfactorily. In the event that there is any discrepancy found, then the CoC may decide not proceed with the “Buy Back” arrangement and return the cash deposited to the Claimant. Nevertheless, it is not a prerequisite of the claiming process that

engines need to be or must be inspected. The Claimant understands that the engine purchased will be in its post-race condition or (if inspected by the Scrutineers) may be disassembled partly or in total. It is the responsibility of the Claimant to reassemble and all costs associated are the Claimant's. If a driver (or team) refuses to hand over any engine, parts, (whether professed to be lost or stolen) or damages same, then the matter will be considered as an admission that the engine is not eligible and the driver shall be excluded from the results of that race meeting and forfeit all Championship Points accumulated to date. In such cases the Organisers may refuse any further entry to the competition or Championship.

It is expected that there will be a paper record of the transaction. It will record the date and time of the first Notice, The time that the money is lodged with the CoC, The name of the Claimant, The name of the engine owner, The unique engine number, A statement to the effect that neither the engine owner or the meeting organisers accept any responsibility for the suitability, eligibility, compliance, or otherwise - i.e. "caveat emptor". The paper record shall be signed by the Engine Owner, The Claimant and the CoC and copies provided to each and the Organising Club.

Schedule of Particulars

The "Engine" for the purposes of these regulations is complete but with the over-engine fuel tank removed, pull starter rotated, governor mechanism removed, vacuum take off applied and cam gear optimised, bore prepared, appropriate valve springs and modified exhaust. It shall be provided with an engine cover, fuel pump and relevant piping. Oil, engine mounts, throttle linkage and clutch are not included. **For 2020 engines may have billet rods and lightweight flywheels fitted. Teams will be required to pay the like for like price. The agreed price for engine buy back in 2020 will be £1700 for a pair of engines.**

It is intended that this price remains fixed for the 2020 season the commercial element and financial transaction will be a matter between two persons, The Claimant and the seller. The only function of the CoC, race director, promoter or other BPEC organising member will be purely to monitor this transaction, they will not be held responsible for the transaction.

A failure to complete the buy-back process by refusal to sell an engine when so requested will result in a penalty which will range from being compelled to move to the Pro class and losing all points to that date, to being excluded from the series completely, at the discretion of the organisers. The organisers reserve the right to buy back any competitor's engine (from Buy-Back classes) at the end of any event.

SRR21 Clarification

If you require further information or clarification of any Championship Regulation please contact the organisers in writing.

TECHNICAL (T)

T1 SCRUTINEERING

1.0 Competitors should work on the basis that if any process is not clearly stated as being permissible, then they should accept that it is illegal and seek clarification from the Scrutineer.

1.1. Karts must comply with these technical regulations at all times during official practice and racing. It is the competitors' responsibility to ensure that their kart complies.

1.2. Technical checks may be carried out before, during and after qualifying and racing. The scrutineers are empowered to undertake any form of verification they deem necessary.

1.3. The scrutineer may select one or more karts at any reasonable and appropriate time from which the engine(s) shall be removed. They also reserve the right to take away an engine or engines for inspection and/or dynamometer testing if they wish. Engines may be returned to competitors without reassembly.

1.4. If an infringement has been found to exist, the driver is liable for an inspection fee in addition to any penalties.

1.5. Karts must be recognised Pro Karts and have originated as a Pro Kart, by the manufacturer's definition and specification. The kart must satisfy the scrutineer that it is safe, is of a construction strong enough, has brakes, wheels and steering adequate for speeds likely to be attained. It should not include any components of a temporary character, nor present any undue hazard to its driver or other competitors. The chassis must be of one-piece construction, either brazed or welded. It must be constructed from magnetic steel tubing whose cross section is free. No form of chassis frame control such as pivots, dampers or similar devices is permitted. With the exception of those required for seat fixing, no additional holes may be drilled in the rolling chassis, whether for lightening or any other purpose.

1.6. All karts may be checked by a scrutineer before being permitted onto the circuit. Please note that the fuel caps and systems will be checked during scrutineering and/or refuelling and if found to be loose or defective must be replaced/repared before the team is permitted to race.

1.7. Any kart damaged or breaking down on the circuit during an event may be returned to the designated pit area for repair and must be checked before being allowed to re-enter the race. Such checks will place emphasis on the safety of the kart in respect of securely fitted bumpers, seat and other equipment, such as bodywork etc.; freedom from sharp protrusions which could cause injury or damage; and correct operation of the brake/throttle/steering.

1.8. On being removed from the racing circuit, the kart must be weighed and presented to scrutineers before proceeding to pit for repairs. Repairs may only be carried out within the designated pit area. This will be identified at the event during drivers briefing.

1.9. At the discretion of the scrutineer, a team may replace a chassis in the event that the kart is beyond reasonable repair. Please note that teams will only be permitted to use another chassis once the scrutineer has inspected the damaged kart and confirmed that the replacement chassis is in fact a 'bare' chassis. Please report all changes, this remains the sole responsibility of the team manager. Failure to do so may result in exclusion.

2.0. Teams who run out of their own awning space are required to have a fire extinguisher and should not have any naked flames for safety purposes. The organisers will be checking this at each round so please ensure you are prepared. Failure to not have correct safety equipment may result in your team not racing.

T2. WEIGHT

2.1. Minimum weight of kart and driver must not be less than that stated in SRR's, at any time. This will be checked during both qualifying and race. Ballast may be added to the kart, **with no more than 6kgs per weight post**. A maximum of **12 kg on 2 posts** is allowed per side of the seat with each piece of ballast must be restrained by at least 1 retainer. **So to confirm 2 posts each sides = 24 kgs max on 4 posts**. Any ballast carried in the seat up to a maximum of 4kgs must be restrained with a minimum of **1 heavy-duty nylon cable ties**. Where a smaller seat is inserted in to the main seat, **it must be retained with a minimum of 1 heavy-duty nylon cable tie at the top of the fixed seat**. Sheet ballast in excess of 4kg (and up to a maximum of 15kg including inner seat) must be fixed to the rear of an inner seat in such a way that its shape follows the contour of the inner seat and does not impede the fitting of the inner seat to the outer seat. The sheet ballast must be firmly and permanently fixed to the inner seat at the top, centre and bottom of the ballast sheet. Any other arrangements for ballast fixing must be to the scrutineer's satisfaction.

2.2. Weighing Scales – see RR29

2.3. It may be necessary to reset the scales after each kart has been weighed. If this is not done an accurate reading cannot be guaranteed. Therefore all drivers need to stop before driving onto the scales and should not proceed until invited by the marshal to do so. Any team driving onto the scales before being instructed will have to accept the reading provided, regardless of any inherent inaccuracy caused by their haste. If the kart and driver are found to be underweight it will need to be re-weighed. In this event, the team requiring reweighing must make way for any other teams that may be queuing / waiting to use the scales. The penalties stated in the List of Penalties are regardless of weather conditions.

3. ENGINE

3.1. Karts will run on supplied unleaded fuel to which additives must not be added. The Organisers reserve the right to take fuel samples at random to ensure conformity with the regulations. No additional or enlarged tanks may be fitted unless provision has been made to ensure the maximum fuel capacity of 7.5 litres has not been exceeded, at any time. All seals & unions must be checked regularly for leaks and replaced as necessary. It is strongly urged that the engine's integral fuel tank be removed and the engine fitted with a suitable cover. A standard floor mounted fuel tank should then be used, unmodified and this tank and its mounting must be in accordance with chassis manufacturer's instructions or homologation. The capacity of this tank must not exceed 7.5 litres. Ballast may be added to the tank in order to maintain the maximum capacity. In this instance the kart may be fitted with a pulsed fuel pump(s), which will take a vacuum feed from either the governor rod hole or one drilled in the inlet manifold, tapped to accept a vacuum fitting. Fuel pipes must be of no more than 5.3 i.e. and must take a direct route to the carburettor and be safely secured. One engine may have an extra loop of fuel pipe no more than 20cm longer than the direct route and/or a return feed to the tank. One in-line fuel filter of nominal capacity per engine may be fitted.

3.2 GX200 RPM Extreme engines must be sealed at all times, any of the 4 seals damaged, tampered with or missing will render the engine illegal. Seal numbers will be required on a scrutineering card along with the engine number. Engines will be verified where required, by the supplier, and only the supplier or scrutineer can remove seals for inspection purposes. The supplier agrees to supply spare sealed engines to the race organiser, who can substitute one or both of a competitor's engines with these spare sealed engines at the request of the scrutineer. The supplier will agree to a fixed price subject to variations of supply price from Honda.

3.3. Substitution or complete removal of the renewable paper/foam air filter. All of these modifications are clarified in the Honda GX160 Technical Regulations.

3.4. Separate return springs must be fitted to each carburettor and to the throttle pedal, each acting independently. A linkage may be manufactured to actuate the standard Honda throttle. This may include fitting additional return springs.

3.5. It is the team's responsibility to ensure that all plastic, rubber and nylon engine and fuel components are in good condition and operating in the manner for which they were designed.

3.6. The fasteners on the engines may be drilled for the purposes of lock wiring. This includes the fitting of a fuel tank cap security device - though this must not in any way increase the capacity of the standard tank.

3.7. The 1st, 2nd & 3rd teams in ELITE class will run Pool Engines for every 6 hour event in 2020. RPM will supply the engines for each round and a representative from each team will be required to pick a number out the hat on practice day to enable the teams to fit clutches, and practice on. The teams will be determined according to the previous 6 hour result (finishing positions in class). For Rnd 1 we will use the Overall Championship result from 2019. The race organisers will log all engine numbers and seal numbers round by round. The organisers also have the right to request teams to run pool engines should they require.

4. CHASSIS

4.1. Wheelbase to be between 104 - 108 cms

4.2 Competitors may only scrutineer and compete with one chassis and two engines. If damage occurs, chassis and engines may be substituted at the discretion of the chief scrutineer.

4.3. If a kart suffers a mechanical defect on the circuit which forces the driver to reduce speed, such as a chain or belt failure on a twin-engine kart, then the driver may drive back to the pits. The driver must not attempt to complete the race distance.

4.4. (Bodywork) all karts must be fitted with side pods, Nassau panel and bumper. The side pods should not be filled with any medium. If they become damaged during an event, the scrutineer may require that they be repaired or replaced during that event.

4.5. Number plates with numbers must be fitted to the Nassau and the rear of the kart, and be clearly visible to officials at all times. Numbers and backgrounds will not be supplied by the organisers. Number plate backgrounds and numbers to be as specified for class in SRR17. It is possible that Series' sponsor's identification will need to be shown at certain rounds, and the competitor is agreeing to comply with this when signing on.

4.6. Competitor's sponsors names and other graphics may be applied to the kart making use of the side pods, nose cone etc. There is no restriction on these subject to the numbers being clearly visible. Tobacco advertising must be obscured if TV coverage is present and no graphics are to be offensive.

4.7. An extended width rear bumper is mandatory. The bumper is to be constructed from a minimum 25 mm nominal diameter 14g magnetic steel tube. The bumper must form an extended loop of 180 mm +/- 10 mm centres with the bottom loop centre 60 mm +/- 10 mm from the ground in dry configuration. The horizontal rails must be wider than the outer chassis rails. The bumper must be supported in a minimum of two places from the chassis and be of such a construction to withstand substantial impact. In side view the bumper will be in the vertical plane. The overall width of the bumper must not exceed the rear width of the kart at any time; The measurement to be taken at the outside of the rear wheel or tyre, whichever is the greater and must cover a minimum of 50% of each rear wheel/tyre at all times. Adjustable width bumpers are not permitted. (Illustration available from organisers). From 2018 the organisers will allow a new "lightweight plastic bumper" CIK RS3 which is fitted inside chassis rails with rubbers.

4.8. The front bumper must also be of strong construction. A Nassau of suitable construction and fixing must be attached.

4.9. The type and construction of the seat is free so long as it is mounted in the originally intended position, of sound and rigid construction and securely mounted, with seat washers if required.

4.10. Steering wheel type and size is free, however it must have a continuous rim. It must be made of a material which will not constitute a danger in the event of an accident.

4.11. Special modifications will be permitted to allow use of hand controls to enable disabled drivers to compete.

5. AXLE

5.1. Rear axle must be 30mm diameter can be solid or hollow. It must be made from a homogeneous ferrous steel magnetic material. No differential of any type is permitted.

5.2. Unless two securing bolts are fitted to the hubs on the rear axle, a circlip must be fitted on each axle end to prevent accidental loss of the hub. Any hub with an overall length, excluding wheel studs, of less than 60mm must not overhang the rear axle.

5.3. One hydraulic brake should be fitted to the rear axle only. The brake disc must be made of metal but can be vented and drilled / slotted. A calliper with a maximum of four pistons may be used. Additional air ducting to the rear brake is permitted but must be securely attached.

5.4. Gearing will be: 20/22 tooth clutch with axle sprocket size(s) being specified in SRR's or final instructions.

5.5. Drive is to be by 219 chain.

5.6. Only one sprocket may be fitted to the rear axle for each engine. All chains must be adequately protected at all times. The top of the clutch, the chain and axle sprocket and gear must be covered from above down to the centre line at the rear axle sprocket. Sprocket protectors may be used but not have additional teeth.

6. WHEELS

6.1. Wheels must be of metal or alloy construction. They must be of one piece construction.

All teams must run the following fixed sizes for Bridgestone Slicks Front – 132 mm maximum Rear – 214 mm maximum

6.2. Tyre type

Only Bridgestone YDS SLICKS tyres will be allowed, Front 4.5 x 10 x 5, Rear 7.1 x 11 x 5. The competition tyres to be supplied by the designated agent

6.3 Tyre allowance

Slicks = 6 Hr & 12 Hr = 1 set, 24 hrs upto 3 sets

Useful Contact information

Bobby Hutchinson	Race Director / Scrutineer	07740405773
Ange Hutchinson	Head of Admin/Time Keeper	07932945038
Howard Lucas	Technical Services, Designated Tyre Supplier	07802758495

VISIT WWW.BPECKARTING.CO.UK TO FIND FULL ROUND BY ROUND INFO INCLUDING TESTING TIMES, TRACK LOCATIONS, ENTRY COSTS, REGISTRATION FORMS, TEAM DISCALIMER & SCRUTINEERING FORMS