



LE MANS 24HR

Pro Karts – Sporting Rules

Teesside Karting Le Mans 24-hour owner driver Pro Kart Regulations. This event will operate in accordance with the rules and regulations as laid out and the technical regulations supplied as an accompanying document

Kat Franklin
Race Organiser

Teesside Karting Le Mans 24-hour owner driver Pro Kart Regulations. This event will operate in accordance with the rules and regulations laid out in this document. Any changes that are made to this document will be published by means of supplementary regulations that will be posted in the event noticeboard.

General notes.

1. Pro Kart – A manufactured kart chassis purpose built to run with two Honda GX200 Extreme sealed engines that have been supplied [solely] by RPM.
2. Weights – Pro Karts must meet a minimum weight limit as defined in these regulations – this is the weight for the kart plus the driver and equipment at any time.
3. Class regulations – The regulations for the Pro Kart Class and the additional sub-classes will be laid out and approved by the Motorsport UK.
4. Technical Regulations – 2022 regulations as laid out in this document have been agreed with Teesside Karting and Motorsports UK Karting for 2022.
5. Measurements – where tube dimensions are quoted in metric units, the imperial equivalent is also acceptable.

Introduction. The goal of these rules is to form a guide to both general safety, layout the format of the event, where applicable we will refer to ‘The General Regulations’ as laid out by; these general regulations apply to all licence holders [2.2.1.] and apply to all events sanctioned by the Motorsport UK [2.2.1.1].

Code of Conduct – [10.1.] As laid out; all licence holders must abide by regulations, respect the decisions of event officials, treat all other competitors, marshals and officials equally with respect; Maintain the highest level of driving standards and behaviour.

Officials and Stewards

The Race Organisers, Officials and Officers will be present at the event and will be contactable via Race Control.

Race Organiser	Kathryn Franklin [Teesside Karting LTD]
Race Secretary	Kathryn Franklin
Clerk of the Course	Nigel Pritchard
Assistant CoC	Paul Franklin and Nigel Moore
Stewards	TBC
Chief Scrutineer	Ben Douthwaite
Engine Builder Representative	Paul Wilkins
Timekeeper	[provided by the circuit]
Chief Medical Officer	[provided by the circuit]
Designated Tyre Supplier	Lucas Racing [Howard Lucas]

The Clerk of the Course will have full control of the event, including the application of penalties. If matters arise that are not covered in the Sporting Rules or the accompanying Technical Regulations, he may apply a ruling consistent with established motorsport principals. Should there be any controversial item which is unclear in the regulations then the CoC will seek judgement from the Race Organiser.

Alternatively, the CoC is at liberty to apply his own or the circuits ruling. Any decision can only be disputed by contacting the event stewards via race control with in ten minutes from the issuing of the original penalty. Any Penalties applied with in the last 30 minutes of the race or in post-race scrutineering will only be considered if brought to the attention of the Stewards with in 60 minutes of the official end of the race. Any decision made is

final and there will be no right of appeal once the Stewards office closes 60-minutes post-race finish. Only one person may approach the Clerk of the Course and his Stewards to lodge a dispute.

The Clerk(s) of the Course appointed for this event will have absolute jurisdiction. The Clerk of the Course's and his Stewards decisions are final and binding on each team and each driver.

- P2. **Driver eligibility.**
- P2.1. All drivers at this event must be in receipt of a minimum of an Kart Clubman Licence issued by MSUK.
 - P2.1.1. Your licence must be produced at check-in. Failure to do so will result in your exclusion from the event.
 - P2.1.2. A valid licence, must be produced at signing-on at all events [U14.1.3.]
 - P2.1.3. All competitors under 18 years, a PG [parent or guardian] entrant licence is required [U14.1.5], all paperwork pertaining to the event for any driver under 18 years must be counter signed by their PG representative.
 - P2.2.3.1. This PG licence can be held by a team captain where the driver is travelling and competing as part of a team, the holder of the PG licence must be the person who counter signs the signing-on form. A letter from the appointed PG licence holder must also be produced in this instance.
 - P2.2. All drivers must be over 16 years of age at the time of the event, a passport or photo ID will be required at signing-on, if the drivers age come into question.
 - P2.3. All drivers must be able to achieve the minimum weight of 185kg when weighed with the kart without exceeding the restrictions on the placement of ballast on the kart.
 - P2.4. All drivers are responsible for the supply of the correct safety equipment [helmet, suit, gloves, and boots] that comply with current minimum standards as defined by MSUK regulation U.13.3.
 - P2.5. A competitor must satisfy the Clerk of the Course of his/her competence to race.
 - P2.5.1. The Clerk of the Course may exclude any driver whose practice times or driving times or driving are unsatisfactory.
 - P2.5.2. Drivers must comply with any particular requirements or bylaw of the circuit or the ACO/FFSA
 - P2.6. Disabled drivers are welcome to drive in this event; however it is a requirement that the organiser is informed prior to the event; so that arrangements can be made to ensure the driver receives any help they require during the event.
- P3. **Team/s.**
- P3.1. Teams must be registered with their official name and preferred race number within the entry window.
 - P3.1.1. Team names must not cause offence – the Race Organiser has final say on team names for the event.
 - P3.1.2. Team numbers will be allocated to teams, one month before the race, based on the order of entries for duplicate numbers.
 - P3.1.3. Duplicate numbers will not be allowed.
 - P3.2. Drivers – each team will need to register their drivers via the entry system. The number drivers, per team, is defined by the sub-class they are entered in to.
 - P3.3. Sub- Classes.
 - Elite Class – Semi-supported or professionally run teams - may register a maximum of 5 drivers for this event.
 - Pro Class –Privateer team with extensive experience - may register a maximum of 6 drivers for this event.
 - Club Class – Privateer and race team managed teams with less experience or new teams – may register up to 8 drivers for this event.
 - P3.4. Teams that combine for this event may do so.
 - Pro teams may only have a maximum of one Elite Driver who has raced in 6 or more BPEC races across the previous 2 years. The Elite Driver is only permitted to complete a maximum of 50% of the race duration.

- Club Teams may only have a maximum of one Pro Driver who has raced in more than 6 BPEC races across the previous two years. The Pro Driver is only permitted to complete a maximum of 50% of the race duration. Club teams may not have a driver who has raced in the Elite Class.
- P4. **Event.** The Race organisers have arranged for 24-hour races to be held under the provisions of these Sporting regulations and the supplied technical regulations. They may be adjusted in accordance with local bylaws supplied by the circuit or local Motorsports authorities. Teams will be notified on the event notice board.
- P4.1 Registration. All teams will need to be registered on the Race organisers online booking system within the defined entry window.
- P4.2 A maximum of 48 teams will be allowed for this event. After the capacity of 48 teams is reached a reserve list will be available for any additional teams. A booking fee of £1000 at the time of booking is required. Full payment is then due within the next 28 days. Any teams that have not paid in full with cleared funds within 28 days of entry will be removed and lose any funds paid. The entry will be passed to the first team on the reserve list.
- P4.2.1 Entry Fee TBC
- P4.2.2 The £1000 booking fee is non-refundable. Entries that cancel within the first 28 days of entry will receive their balance minus the booking fee as a refund. Entries cancelled after this will be refunded at the discretion of the Race Organiser.
- P4.3 Each team should nominate a team captain who registers the team online and then nominates the drivers to the team, send signing-on links and complete the online scrutineering.
- P4.4 Cancellation of event. The race organisers will hold the right to cancel the event if a sufficient number of teams have entered within the entries period or other circumstances beyond the Race organisers control. The organisers will then attempt to reschedule the event to an alternative date. Teams that cannot attend the new date will be offered alternative events.
- P4.5 All drivers must report, as a team, to Race Admin to 'check-in' prior to start of official practice. An admin fee of £50 per driver will be charged to teams who fail to complete online signing on before arriving at check in.
- P4.6 **Pre-race Scrutineering.** All teams must complete an online SCRUTINEERING CARD with the relevant information. Chassis number, engine number, seal number, tyre numbers, transponder number.
- P4.6.1 Pre-race scrutineering – the scrutineer will check your kart [chassis and engine] for compliance and complete a visual safety check; a seal will then be attached to your chassis. Scrutineering will then be checked as complete online.
- P4.6.2 Failure to attend scrutineering at the designated time will result in your team's exclusion from the meeting.
- P4.6.3 A kart that fails scrutineering for technical or safety reasons during the scrutineering period; will be given a period to rectify the issue and return to be scrutineered – this will be at the Scrutineers discretion. Failure to pass this second scrutineering will result in exclusion from the race.
- P4.6.4 The kart should be brought to scrutineering along with any/all ballast that will be used during the race. This ballast will be checked suitability, if the ballast fails scrutineering it will not be able to be used during the race.
- P4.6.5 Fuel tanks should be drained of all fuel prior to scrutineering and will be filled using race fuel before the commencement of qualifying.
- P4.6.6 Technical checks may be carried out at any time before, during or after Qualifying and/or the race. The scrutineer is empowered to undertake any form of verification deemed necessary.
- P4.6.7 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.
- P4.6.8 If an infringement has been found to exist, the driver is liable for an inspection fee in addition to any penalties.

P5. Race Procedure

- Briefing.** All drivers, mechanics and team managers MUST attend the official briefing held by the Clerk of the Course. Failure to attend will result in a £50 fine and may result in driver(s) being ineligible to race.
- P5.1 **Practice.** The circuit will be providing practice in the week leading up to the event please book with them.
Official Practice. Will be held on Friday afternoon [times TBC]. All drivers are required to complete a minimum three laps of official practice [U7.1.1]. The Clerk of the Course will be assessing the driving standards of all drivers during this session. Transponders MUST be fitted. Only karts that are entered in to the race and that have completed scrutineering may enter the circuit. [U7.1.1]
- P5.2 **Qualifying.** A qualifying session will be held on Saturday morning for 30 minutes, all teams will be required to field a kart in this session. By mean of electronic timing the fastest lap of each team during this session will used to determine the starting [qualifying] position for the race. We will use a fastest first to slowest last scheme. Any team that fails to complete a lap in qualifying will start at the back of the grid for the start.
- P5.3 All karts must be weighed at the end of qualifying. Karts maybe taken to scrutineering if required.
- P5.4 **Dummy Grid.** All karts will form up on the dummy grid at 1145 in the correct qualifying order. It is the team's responsibility to be the correct positions. At 1155 the karts will be released from the dummy grid and complete a full rolling lap.
- P5.5 **Race Start.** The race start will be a rolling start with one full warm up lap starting from the pit lane. To comply with U7.6....'Le Mans' starts...are forbidden.
- P5.5.1 U7.8 When the starter is satisfied that the karts are approaching the start line in the correct position and at the correct speed, the starting signal will be given by extinguishing the red light. If f further lap is required, the lights will remain on. Once the race start has been given drivers can break formation should this occur before the light goes out a false start penalty will be given.
- P5.6 **Race stoppage.** [red flag] If it becomes necessary to stop the race, reg flags and /or lights will be shown around the circuit.
Drivers should slow to walking pace and roll round to the Start/Finish line and stop in a single file line – with out crossing the timing loop or overtaking or gaining an advantage.
Karts are now par femme [U7.10.1] - no work can be carried out on the karts, the pitlane and fuel bay will be closed, karts not racing at the time of the red flag will not be permitted to re-join the circuit. Drivers are required to stay in their karts with their helmets on and wait until further instructions are given by the Clerk of the Course or his representative. [U7.10.2 (iii) karts that gave rise to the stoppage, will only be able to re-join the race if the Clerk of the Course and the scrutineer, is satisfied that the kart is safe to continue racing, and the medic is satisfied the competitor is fit to continue racing.
- P5.6.1 **Race re-start.** The race will restart, with the karts in the order they stopped in, in a single file rolling lap under full course yellow flags once the 'pack' is travelling at a race speed and the Clerk of the Course is satisfied the FCY will be replaced by green flags or lights at all posts when the lead reaches the start line on the current lap.
- P5.7 **Race finish.** The race will finish when the leader goes over the finish line after the 24-hour time has been achieved. The Chequered Flag will be shown at the Finish Line once all karts have crossed the finish line waved yellow flags will be shown at all posts for a slowdown lap. [U8.1] All karts must proceed to par femme without stopping, giving, or receiving any object whatsoever and without any assistance (except from a Marshall if necessary)
All results at this point are considered 'Unofficial' and 'For information purposes only'
- P5.7.1 **Post-race Par Femme and scrutineering.** Only authorised officials may enter the par femme area and no intervention of any kind is allowed unless authorised by officials. [U9.1.2]

	<p>All karts will be weighed, any that do not meet the required 185kg will be disqualified from the results.</p> <p>The Chief Scrutineer will select several karts to undergo post-race scrutineering. Typically, this will be the overall top three and the winners of each of the sub-classes. The Scrutineer may choose any kart to undergo scrutineering.</p>
P5.8	<p>Flag signals. All drivers should be familiar with standard flag procedures used in endurance karting.</p>
P6 Pit Lane/Stops	<p>Weighbridge. Every time a kart enters the pits it must stop and be weighed on the weigh bridge; a weight will be recorded before fuelling takes place. Failure to weigh will result in a penalty.</p> <p>(i)The weighbridge will be available prior to the race start. They will be situated on the pit lane before the fuel bay.</p> <p>(ii)Drivers must stop before the scales, when signalled either push or driver on to the scales.</p> <p>(iii)If underweight, they are to be weighed again by being pushed off the scales and back on. Priority will be given to karts following.</p> <p>Pit Lane. A maximum speed of 5kph for all karts in the pit lane.</p> <p>Speed cameras will be used to check pit lane speeds</p> <p>A minimum pit stop time will be enforced – a penalty of 5 laps will be given for pit stops that are faster than this time. This will be automatically applied by the time system.</p>
P6.1	<p>Refuelling. A fuel stop is defined as bringing the kart to a stop 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 cap and leave the fuel area.</p> <p>(i)All fuel from qualifying will be provided by the organiser and will be supplied by mean of a manned pump. The location of this pump will be highlighted during the briefing.</p> <p>(ii)Fuel caps must remain in place, not loosened, until the kart has reached a full stop in the fuel bay. The cap MUST be replaced and tightened before leaving the fuel bay.</p> <p>(iii)The fuel bay will close five minutes before the end of qualifying and will only reopen when the leader has completed five racing laps (warm up or rolling lap are not counted) as indicated by the electronic timing. Anyone who pits in before this will be made to wait outside of the fuel bay until it opens.</p> <p>(iiii)At the end of qualifying any karts that are in ‘the queue’ when the timing reached five minutes to go will be able to draw fuel. The last kart in this queue will be marked and a Steward will walk with that kart through to the fuel bay, when the Steward reaches the fuel bay no more fuel will be given until five laps of the race have elapsed.</p> <p>(v) The fuel bay will remain open until the end of the race.</p>
P6.1.1	<p>Only the current driver will be allowed to be with the kart to receive fuel in the fuel bay. [exception for disabled drivers who can have a maximum of two helpers meet them to facilitate exiting the kart and pushing it forwards]</p>
P6.1.2	<p>Engines must be turned off and the driver MUST exit the kart.</p>
P6.1.3	<p>The driver may be required to man a fire extinguisher.</p>
P6.1.3	<p>The kart MUST be pushed from the fuel bay to the chain lube area, one person can meet them to help [2 people for disabled driver]</p>
P6.1.4	<p>A designated engine restart line will be highlighted to teams in the briefing, engines can be started after this line and driven to the driver change area in the pit lane.</p>
P6.1.5	<p>From the chain lube area to the driver change [pit garage] the speed for all karts will be 5kph, if pit lane speed is not adhered to a walker will be required to meet every team at the engine start line and walk back to the end of the pit lane.</p>
P6.1.6	<p>No work can be carried out on/to the kart in the refuelling area [e.g., weight change, chain lube, adjustments, or driver change]</p>

- P6.2 **Chain lube.** A designated area will be marked out for the application of chain lube, any teams applying chain lube outside of this area will be fined £500 for clean up and given a 10-lap penalty in race.
- P6.3 **Driver changes.** Will take place in the pit lane at the front of the team garages, the new driver should [where applicable] wait here to get into the kart before driving out of the pit lane. Extra care should be taken to ensure that any ballast is secured to the kart.
The speed for all karts will be 5kph, if pit lane speed is not adhered to a walker will be required to the end of the pit lane.
- P6.4 **Re-joining the circuit.** [pit lane exit] Extra care should be taken when re-joining the circuit.
- P6.4.1 Drivers MUST comply with the instructions of the pit lane marshal [when present] only joining the circuit if it is safe to do so without blocking or interfering with karts already circulating.

P7 **Penalties Sporting** – this list is to serve as a guide for drivers to the types of common offences and their penalties. This list is not exhaustive, the Clerk of the Course is at liberty to apply penalties as he sees fit up to and including exclusion from the meeting.

#	Description	Penalty
P7.1	ABC - Gaining a single place by contact	Black Flag stop/go
P7.2	ABC – resulting in and is responsible for a driver coming to a halt	Black Flag stop/go
P7.3	ABC – resulting in and is responsible for multiple drivers coming to a halt	Black Flag 20 second hold
P7.4	OTY – over taking under yellow[s]	10 second penalty
P7.5	Losing control under yellow[s]	Black Flag stop/go
P7.6	Speeding under yellow[s] – first offence - Second offence	Warning Warning 10 second penalty
P7.7	Deliberate use of contact – first offence -second offence	Warning Black Flag stop/go
P7.8	Deliberately forcing another driver off circuit	Black Flag 20 second hold
P7.9	Over defending in any one sector	Black Flag stop/go
P7.10	Omitting part[s] of the circuit	One lap deduction
P7.11	Jump Start	10 second penalty
P7.12	Exceeding track limits – first two offences - Third offence - During qualifying	Warning Black Flag stop/go Deletion of lap
P7.13	Breaking formation – race start	10 second penalty
P7.14	Loading – race start	10 second penalty
P7.15	Loading – race	Warning
P7.16	Unsporting behaviour – driver	Individual excluded
P7.17	Unsporting behaviour – team member	10 lap penalty
P7.18	Aggressive behaviour to Officials/Competitors by any team member or support crew	Individual excluded and 10 lap penalty
P7.19	Refuelling – engine not switched off Remaining in kart in fuel bay Refusal to man fire extinguisher [if required]	Refusal of fuel
P7.20	Smoking in the fuel bay or pit lane	Exclusion [race]
P7.21	Obstruction of pit lane	1 lap penalty
P7.22	Failure of weighbridge procedure	1 lap penalty
P7.23	Failure to sign-on online and check in	£50 fine per driver
P7.24	Failure to complete online scrutineering	£50 per driver
P7.25	Standing over the white line in the pit lane	£50 per offence
P7.26	Signalling driver from improper place	1 lap penalty
P7.27	Failure to arrive on time to dummy grid pre-race	Start from pit lane

P8 **Penalties Technical** – this list is to serve as a guide for drivers to the types of common offences and their penalties. This list is not exhaustive, the Scrutineer is at liberty to apply penalties as he sees fit up to and including exclusion from the meeting.

P8.1	Fuel – first offence Fuel – second offence	Exclusion race Exclusion series
P8.2	Use of non-control tyres	Exclusion
P8.3	Underweight – qualifying Underweight – race – first offence Underweight – race – second offence Underweight – post race	Start from pit lane 1 lap per kilo under 5 lap per kilo under Exclusion from results
P8.4	Failure of scrutineering qualifying – non-exhaustive list [chassis/engine/dimensions/brakes/bodywork/fuel system]	Exclusion from results – start from pit lane
P8.5	Failure of scrutineering race – non-exhaustive list [chassis/engine/dimensions/brakes/bodywork/fuel system]	Exclusion from results