

BUCKMORE PARK RULES & REGULATIONS

2023

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1) Race 'n' Respect

As a member of Motorsport UK and the NKA we fully support the use of the Race and Respect campaign, and its rules. Race 'n' Respect is a code of conduct for karting, junior circuit racing, junior drag racing, junior rallycross, junior autocross and British F4, designed to create a positive atmosphere both on and off the track.

The campaign is underpinned by the Racing Code that applies not only to competitors but also to officials, organisers, parents, guardians and teams. It is based on strong values:

- Respect
- Fair play
- Self-control
- Good manners
- Sincerity

What does the Racing Code mean to me?

Certain standards of behaviour are expected from everyone, for example:

- Appreciation for good behaviour whenever it is displayed, which would include for example Parents, PGs and Teams being thanked for not rushing to restricted areas, without authority, at times of distress.
- Recognising when someone walks away from an explosive situation without response or retaliation
- Good, clean racing as well as success being applauded.
- Avoiding public criticism of an event, organiser, officials or their decisions, including through social media, as this could be seen as detrimental to those involved, at all levels, and to the sport as a whole.
- This is not another arm to the judicial process and is set apart from that.

What if the Racing Code is not followed?

- The campaign will be led by the Race Director and Management of Buckmore Park Karting Ltd. However, we are all equally responsible for setting the highest standards and help provide a positive sporting environment for everyone.
- Some penalties may need to be imposed in order to react to any disrespectful behaviour and this could include onward referral to the Senior Management Team.
- In extreme cases sanctions could lead to possible expulsion from the Championship or Club, or a complete ban from the circuit.

Similar projects have been run, with great success, in many other sports in the UK, resulting in a more positive sporting environment, which not only heightens the experience for current participants, whether competitors or officials, but has also led to an increase in the number of volunteers' and participants' joining and enjoying their sports.

2) Flags and Light Signals

Drivers must understand and obey all flag and light signals. These will be explained during the safety briefing but to enable you to familiarise yourself prior to the event, the flags (or lights) you are likely to encounter are:

Red

Race stopped. Cease racing immediately, put one hand in the air (if you are competent to do so) to indicate that you are slowing. Reduce speed to walking pace and proceed as instructed in the safety briefing. You will then be given further instructions. Do not brake hard upon seeing the red as this is likely to cause a further incident. A red signal is also shown on the slowing down lap at the end of a race to act as a reminder to stop as instructed in the briefing.

Yellow

Danger directly ahead. There is an incident past the yellow signal. Slow down, with no overtaking. Raise a hand (if you are competent to do so) to indicate that you are slowing. You should slow to about three quarters of racing speed. Once past the incident you must check that the next post is displaying a green signal before resuming racing. Overtaking under a yellow, or failing to bring your kart under control, will result in an immediate penalty.

Green

All clear at the end of an area under the yellow signal. Continue racing once you have passed the green signal. Also used to start the races, signalling go at the start / finish line.

Black/White diagonal

(shown with your kart number)

Driver warning. This flag or board is displayed at the start line and will be accompanied by your kart number. A smaller board may also accompany this, informing you of the reason for the warning (e.g. contact, kerbing etc.). You do not have to come into the pits but you should note the reason for the warning and try to avoid repetition of the offence. Repetition may mean you are shown a penalty board and will then be penalised.

Black

(shown with a kart number)

You **MUST** return to the pits on the next lap. You will be met by a member of staff who will explain the reason for the flag. A black flag may be given for a number of reasons:

- Repeated warnings
- Overtaking under a yellow flag
- Deliberate contact
- Dangerous driving
- Mechanical defect un-spotted by driver
- Not correctly dressed

This list is not exhaustive, so always come in if you are given a black flag. It is often for your own safety.

Black & White Chequered

Race over. Stop racing. Fall in line behind the pace kart in single file. In the absence of a pace kart, drive at half speed back to the grid.

3) Rules for all Events - Unless otherwise stated

Alcohol & Drugs

It is strictly forbidden for any driver to be under the influence of any form of alcohol or any drug. Drivers suspected of any abuse of this rule will be refused permission to race. No money will be refunded. Drivers will be asked to declare that they have not partaken of alcohol in the 12 hours preceding racing.

Medical Self Declaration

The attention of drivers is drawn to the clause on the indemnity form that confirms your fitness to undertake in the motor sport and its associated activities..

Signing On

All drivers **MUST** sign on at reception before going on to the circuit, unless they have completed this before arrival using the link provided. A separate indemnity form will be required for every event that is entered into, and must be completed on the day of the event before using the circuit. Drivers under the age of 18 will need this to be signed by their accompanying parent or guardian.

Safety Briefing

All drivers **MUST** attend the safety briefing. Should any driver find that they have been delayed en-route to the circuit and may be late for briefing, they should telephone reception on 01634 201562 ext 310 and advise the staff of the situation. The Race Director will make every effort to ensure that the driver is sufficiently briefed on arrival. However, if this is not possible, the driver may have to forfeit the event. No refunds will be given.

Apparel

It is the responsibility of each driver to ensure that they are dressed correctly before going onto circuit. Crash helmets of the correct size for the driver must be worn and be correctly done up before entering the pit lane. If the driver is using a helmet supplied by Buckmore Park, balaclavas **MUST** be worn. Visors must be closed at all times when on circuit, and only clear visors will be allowed once the track lights are on after dark. Race suits must be fully done up and the belts must be done up or otherwise secured. Gloves **MUST** be worn at all times and any long hair must be safely tucked into the back of the race suit or otherwise secured. Scarves are expressly forbidden. Rib protectors are optional and will be supplied by Buckmore Park upon request. Whilst they are not compulsory, we strongly suggest that they are worn to protect your ribs in the event of any incident. We recommend the driver bring suitable footwear for kart racing. Race boots are ideal, but trainers are an acceptable alternative. It is not sensible to wear heavy soled boots. High-heeled shoes or sandals are **NOT** acceptable as both the heel and toe need to be covered. Any driver failing to comply with any of the above standards will be black-flagged and will have to return to the pits for the safety of themselves and others on circuit.

Driving Standards

All drivers must drive within their own ability when on circuit. **ALL SIGNALS MUST BE OBEYED** at all times. Karting is a non-contact sport and drivers are reminded that any contact reported by the marshals, will be dealt with as set out in penalties (below).

Staff will be on circuit during the races to act as rescue vehicles in the event of a competitor becoming stuck on circuit. Stay inside your kart at all times unless directed to leave by the staff. There is a penalty should you get out of your kart anywhere on circuit unless directed to do so.

Pit Lane

It is not usually necessary for drivers entered into sprint events to use the pit lane during racing but should you need to for any reason, you **MUST** enter at walking speed. Drivers taking part in other events will need to use the pit lane for driver changes, fuel stops and at the end of each session. You must also ensure that you enter the pit lane in a controlled manner and at a walking pace.

Gridding Up

Following the chequered flag at the end of each race, you will be shown a red flag or light from the marshal post preceding the finish line. It is **IMPERATIVE** that you immediately reduce speed to walking pace as you will find parked karts just around the last corner who are gridding up for the next race. Drivers failing to slow sufficiently will have 3 points deducted from that race (see penalties).

Kart Changes

If you encounter an issue with your kart during an event please proceed to the pit lane or as directed in the safety briefing. If your kart has a mechanical issue then it will be replaced with a spare kart, however we cannot guarantee that this will be a 'warm' kart, nor will you have any time / laps added back - unless it is deemed appropriate by the Race Director.

If you encounter an issue with your kart during the practice / qualifying session of an event then you will need to come into the pit lane before the end of that session. If you need to change your kart between practice / qualifying and the race then you will start the race from the pit lane and will exit once the gridded karts have passed the start/finish line - unless it is decided otherwise by the Race Director.

See individual events for any other rules on kart changes.

Weighted Classes - *Where applicable*

In events that have weight classes, drivers may add additional weight to be able to compete. Drivers may add an additional 25kg in order to get to the minimum weight of the lightest weight class.

Drivers wishing to compete in a heavier weight class other than the lowest available are able to add a maximum of 5kg in order to achieve the minimum weight for that class.

Weighting up should be achieved by the use of either a weighted seat insert - where the weight is securely fastened to the seat. If this is not possible then we will allow the use of a weighted vest as long as no weights are positioned on the front of the vest. Finally we will allow small ankle weights, as long as they are under the race suit and securely fastened to the leg.

If you have any further questions regarding weight classes or how to achieve it, please speak to the team at Buckmore.

Penalties

Drivers who obey the rules & regulations and all flag signals will not be liable to any penalties!

For those who do fall foul of the rules, the penalties are set out below.

Most rules will normally be explained during the driver briefing, however if you are unsure of anything, please speak to your race director or a member of the Buckmore team.

Contact / kerbing / Track limits

1st minor offence: Driver warning.

2nd minor offence: Driver warning.

3rd minor offence: Black flag or minimum 15 second penalty if black flag is not an available option, or is ignored..

Deliberate contact: Immediate black flag, (or penalty equivalent in Sprints) plus risk of exclusion. In the final of a Sprint event the penalty is a three place deduction.

Advantage by contact: Drivers that make contact and cause another driver to spin will be issued with a penalty. Additionally if, on the last lap of a race, a contact is determined as an advantage gained by contact (ABC) a time penalty may be applied before the results are published. This decision will be made by the Race Director and is not subject to appeal.

Overtaking in a yellow flag zone: Black flag

Pit Lane Speeding: During a sprint event 3 points will be deducted. In the final the penalty is three places. During other events, speeding in the pit lane will result in the offending driver having to leave the pit lane and complete another lap before they can change driver or refuel.

Getting out of the kart on circuit: Immediate black flag, unless instructed to by a member of staff.

Ignoring Black Flag: Possible exclusion from race.

Incorrect Apparel: Black flag

Aggressive/abusive behaviour: Removal from circuit and a possible ban

Alcohol/drug abuse: Removal from circuit and a possible ban

4) Individual/Solo Races (inc - Sprint Series 20, 45 & 60 Solo Races and Pro Series)

20 Solo, 45 Solo and 60 Solo

These events are a series of "one off" individual driver races throughout the season. They are ideal for less experienced drivers or those on a limited budget. Those with no experience are strongly advised to wear a "novice bib" (supplied) to warn other drivers of their status and to make due allowances.

These events are open to drivers of all abilities, and cater for individuals or small groups.

Sprint Races - General Description

Sprint races are run on the full International circuit. Before racing starts there will be a short practice session. Drivers then complete at least heats, with points awarded for finishing positions. A final for the top point scorers to decide who the trophies are awarded too.

Sprint Series - Pro Class

This series is split into weight classes. The weight of a driver will be determined by their weight when fully kitted up in a race suit etc and includes the crash helmet. Drivers weighing between 70kg - 85kg will be classed as lightweights and those weighing 85.1kg and over will race as heavies. Both classes may race together but trophies will be awarded to the top three in each

class. Drivers may include all items of apparel, including seat inserts, when determining their weight.

Trophies will be awarded at each round to the three highest finishing drivers in each class.. Each driver will compete in three heats. The grid positions for these are pre-determined by computer. Each driver will find what position has been awarded, a grid position near or at the front, one that will be near the middle of the grid and one near, or at the back. This system ensures that if all drivers were to finish in the same order as the grid positions allocated for the evening, they would score virtually identical points. Points are allocated for the finishing positions in each heat. After three heats of racing, the points are totalled and the finals follow. In the event of a tie in points the position will be determined by the fastest lap.

Solo Sprint - *Open to all ability drivers*

Trophies will be awarded at each round to the three highest finishing drivers. Each driver will compete in three heats. The grid positions for these are pre-determined by computer. Each driver will find what position has been awarded, a grid position near or at the front, one that will be near the middle of the grid and one near, or at the back. This system ensures that if all drivers were to finish in the same order as the grid positions allocated for the evening, they would score virtually identical points. Points are allocated for the finishing positions in each heat. After three heats of racing, the points are totalled and the finals follow. In the event of a tie in points the position will be determined by the fastest lap.

BP Pro Series

These events are part of a championship series though there is no compulsion to do all the rounds as one-off entries are always welcome. Both of these formats are for the more experienced driver and are not suited to novices. The BP Pro Series is run in two weight classes. Drivers weighing between 70 & 85kg will race in the Light class and those that weigh over 85kg will race in the Heavy class. We do not allow drivers to add ballast either to the kart or carried about their person unless agreed by the Race Director. Drivers may include all items of apparel, including seat inserts, when determining their weight. Ballast can be made up using a weighted seat or vest that's been checked by the Race Director.

5) Team Grand Prix Races - 60 Minute, 2, 3 & 6 Hour Team Races

General Description

The 60 min, 2hr, 3hr, and the 6hr Open Grand Prix events are designed as team events. In the case of the 60 minute the team must consist of two drivers. For any 2hr races, the ideal number of drivers is two to three. For the 3hr, the ideal number of drivers would be two to five drivers. For the 6hr races, three to six drivers would be ideal. There is no maximum number of drivers for any of these events except for the 60 minute where the maximum is two.

A practice session precedes the race, and this will be 5 minutes before each race of the 60 minute, 20 minutes for a (2hr) race or 30 minutes (3hr to 6hr) duration. All drivers in the team **MUST** complete a minimum of three laps during the practice period. Practice also counts as the qualifying session with the fastest team taking pole position for the race. The race will begin from a standing start. Any driver who is not happy with any aspect of their allocated kart, has the opportunity to change this during the practice session. Drivers may not change their kart on the

grid unless directed to by the Race Director. Fuel stops & driver changes are an integral part of longer endurance races and teams should pay attention to the rules & regulations relating to this aspect of the event.

The 3hr and 6 hr races are ideal for experienced or newer teams and are split into pro (Championship) and rookie (Non-Championship) classes. Novices are highly recommended to wear a "novice bib" (supplied) to warn other drivers of their novice status and make due allowances. Whilst these events are both championship & non-championship races, they are qualifying races for the Sodi World Series (SWS)

The 60 Minute Team Grand Prix

This is a game of two halves where each member of a two-man team qualifies and then races in a 30-minute solo race where points are allocated according to finishing position. The second team member repeats the process in a second race and the points are then aggregated to decide the winning team. Trophies are awarded to both drivers in each of the top three teams. This is a one star rated event that is ideal for novices. No driver changes or fuel stops will be required or permitted in this event.

3hr Team Grand Prix - part of the Grand Prix Series

The 3hr 'two Star' team races are non-championship events for the rookie class (3hr Pro class is part of a championship) and are an ideal event for both less experienced and experienced drivers. Standing starts will be used. Fuel stops and driver changes required. Trophies awarded to all drivers in the top three teams at each race. Whilst these events are non-championship races for the rookie class, they are qualifying races for the Sodi World Series (SWS)

The 6hr Team Grand Prix - part of the Grand Prix Series

The 'Three Star' 6 Hour team race is ideal for fit drivers with some experience of outdoor leisure kart racing. Whilst these events are also non-championship races for the rookie class, they are qualifying races for the Sodi World Series (SWS)

Standing starts will be used. Fuel stops and driver changes required. Trophies to all drivers in the top three teams at each round.

Each round will be a standalone event with trophies awarded to the top three finishers. There are four rounds scheduled and if a team competes in all four they will also be competing in the six hour Championship. The team with the most points after rounds will be crowned Champions. The best three scores out of four rounds will count.

The Grand Prix Series (Joint 3hr and 6hr Championship)

Whilst the rookie classes in the 3 & 6hr events are non-championship races, the pro classes of those races are combined to make a 7 round (5 for the 3hr & 2 for the 6hr) championship. The best six scores across the series will count.

Team Names: Team names chosen by drivers taking part in any of the championships will need to remain the same under each entry, otherwise points will not be awarded correctly.

Team Drivers: Drivers that make up teams in a championship must remain at least 66% consistent throughout the course of the season for continued eligibility.

Ten Minute Rule

Some events operate the ten minute rule. If in the opinion of the race director, a team has damaged their kart through misuse (crash damage/excessive kerbing etc) the race director will send the damaged kart to the workshop for repair without offering a replacement. The team will

then wait for the kart to be returned. If after ten minutes the workshop is unable to complete the repair only then will the team be offered a replacement kart.

Fuel Stops

The karts will be supplied filled with fuel prior to practice. They will not be fuelled again before the race. The fuel bay will open after 30 minutes of racing. The fuel bay then remains open for the rest of the race. It is up to individual teams to decide when to fuel.

Entry to the pits is to follow the same procedure as listed under Pit Stops (above) On entry into the pit lane, you should then take the RIGHT lane and proceed slowly to the fuel bowser. Once fully stationary, get out of your kart, check it is clear to cross the pitlane and when it is, proceed to the walkway where you and any other member of your team must wait until instructed. The fuel crew will then proceed to fuel your kart. You may change driver after your fuel stop BUT the replacement driver **MUST** wait behind the tyre wall on the pit lane walkway until called over by the fuel crew. Should a driver approach the kart, all refuelling will cease until he returns to the pit wall. After refuelling, the replacement driver will be called over and may continue onto the circuit. The original driver must return to the viewing area as quickly as possible.

Teams may refuel as often as they like. All teams must refuel even if the kart has been changed for mechanical reasons or through crash damage.

Driver Changes

All teams must make a minimum number of stops during the race. These can be for driver changes or for a fuel stop. Teams not completing the minimum stops will be penalised one lap per stop missed. The minimum numbers for each event are:

2hr Race: Minimum 3 stops (the fuel stop counts as one)

3hr Race: Minimum 5 stops (fuel stops count)

6hr Race: Minimum 7 stops (fuel stops count)

If a kart is changed by a team for mechanical or crash damage they will be held in the pits for an interval equivalent to a refuel.

Driver Weights

Drivers taking part in the pro classes of a championship event will be required to meet a minimum weight of 70kg. Weights will be checked during each event. For further details on how to achieve the minimum weight, please contact us.

6) Junior Kart Clubs

Junior Kart Club

The Junior Kart Club is open to drivers that have some experience of driving karts and will be divided into two categories. 8 to 12 and 13 to 16-year olds (these may further be subdivided by age or weight). The Club is set up to encourage young drivers into the sport of karting and to produce a competitive but friendly atmosphere. Drivers may stay in the younger age group during the year of their thirteenth birthday and older drivers during the year of their Sixteenth birthday.

Event Officials

A Race Director will be appointed for each event. Deputies may also be appointed to assist. The Race Director will have full control over the event including the imposition of penalties and these penalties will **not** be subject to appeal.

Sign On

All drivers **must** sign on the appropriate form and must be signed by their parent or guardian – and who will be present with them during the event.

Karts

The karts that will be used for the event will be the fleet of Sodi junior karts and will be prepared by the Buckmore Park Workshop Staff who will be on hand for any repair work that may be needed. Drivers will use the Sodi Junior karts. Older drivers, only in the championship will use the Sodi RT10 karts.

Clothing

All drivers must ensure that they wear all clothing that is provided or has been cleared by the Race Director. The safety helmets are different sizes and assistance should be obtained in selecting the correct size. If the helmet is supplied by Buckmore Park then a balaclava must be worn. Rib-Techs will be supplied to each driver as will neck collars. The neck collars are optional. Race suits will need to be worn and are supplied in various sizes, the zips must be done up when on the circuit. We recommend that you wear either race boots or trainers. Open toes and heels are not acceptable (i.e sandals). Drivers are permitted to wear their own racewear as long as it meets the required standard for hire kart racing.

Safety Briefing

All drivers **must** attend the safety briefing. Every effort will be given to brief any drivers that may arrive late. However, if this is not possible then the driver may have to forfeit their racing. No refunds will be given.

Practice

Each driver will have a practice period in which they can learn the circuit and equate themselves with the vehicle.

Grid positions

These will be selected by an algorithm that will give a fair selection of grid positions i.e. roughly front, middle and back of the grid starts.

Timing and lap scoring

Timing and lap scoring will be computerised utilising small electronic transponders. Any person found attempting to tamper with this equipment will be excluded.

Starts

The start of the race will be from a standing start or rolling start, and will be signalled with the lights changing from red to green. In the event of the lights failing then the races will start when the union flag is dropped.

Breakdowns

Should your kart break down you should make your way to the pit lane (or the side of the track if you lose all drive) in a safe position and remain in the kart with your seat belts on. A member of staff will come to your assistance as soon as possible.

If it is deemed to not be the driver at fault and depending on percentage of race completed, a driver may be awarded with mid grid points. I.e - under 50% a driver will be awarded with mid grid points. Over 50% of drivers will be classified in the position at the time of the kart

breakdown. The final decision on this will be made by the Race Director and **will not** be subject to appeal

kerbing & Track limits

1st minor offence: Driver warning.

2nd minor offence: Driver warning.

3rd minor offence: Black flag or or minimum 15 second penalty if black flag is not an available option, or is ignored.

Contact

1st minor offence: Driver warning.

2nd minor offence: Driver warning & 2 point deduction from heat / championship points

3rd minor offence: Black flag or minimum 15 second penalty if black flag is not an available option, or is ignored.

Deliberate contact: Immediate black flag, (or penalty equivalent in Sprints) plus risk of exclusion. In the final of a Sprint event the penalty is a three place deduction.

Advantage by contact: Drivers that make contact and cause another driver to spin will be issued with a penalty. Additionally if, on the last lap of a race, a contact is determined as an advantage gained by contact (ABC) a time penalty may be applied before the results are published. This decision will be made by the Race Director and is not subject to appeal.

Kart Changes

Throughout the event, if you feel that a particular kart has an issue, then please report it to the race director or a member of the Buckmore team as soon as possible.

Karts will be monitored by the Race Director, and will be changed if deemed appropriate and possible.

No direct requests to change karts on the grid will be granted unless there is an obvious mechanical issue, and it is approved by the Race Director.

Rejoining the circuit

Care should be taken when re-joining the circuit and this should only be done when a clear gap is available and it is safe to do so.

Driving standards

Drivers must conduct themselves at all times in a manner consistent with the general safety of themselves and others. Drivers are reminded that there will be a 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 them. Faster drivers should take care passing slower drivers.

Drivers must obey the signals and instructions of officials and marshals of the event. Blocking or weaving to prevent a faster driver from passing is not permitted. Drivers are reminded that the edge of the track is marked by white lines and red areas beyond this. Karts should not drive off the edge of the track and a driver doing so and gaining advantage may 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 rejoin at the point nearest to the place where they left the circuit. Any driver observed using a "cut through" will be deducted that lap.

Race Finishes

At the end of the race the chequered signal shall be shown at the start/finish line. Drivers will slow, remaining in the same order and make their way back to the grid. Overtaking is not permitted after the chequered flag.

Results

Results of the event will be available at the event presentation and will normally be uploaded to our website within 24 hours of the event.

Awards

Trophies will be provided by the organisers for First, Second and Third place in the "A" Final.

Presentation

Awards will be presented at the end of the event.

PLEASE REMEMBER THAT THE RACE DIRECTORS DECISION ON ANY JUDGEMENT OR PENALTY APPLIED IS FINAL AND THERE IS NO APPEAL PROCESS.

7) Alcohol and Drug Policy

Buckmore Park operates a very strict alcohol and drugs policy. In the interests of safety, neither will be tolerated. If we have any doubt whatsoever about a driver's ability to drive, or if we suspect that he or she may be under the influence of either drink or drugs, we will not permit that person to drive. Remember: 12 hours must have elapsed between your last drink and your arrival at Buckmore Park.

Note: We do not refund/rebook or otherwise waive any fees paid or due in the event that we disqualify a driver for suspicion of drink or drug use. The race director's decision is final and non-negotiable. Where a licensed bar is booked as part of the planned activity, the bar will not open for business until completion of all on-track activity for that group.

8) Motorsport UK Licenced Junior Drivers & Junior Assessments

Drivers aged 14-16 years

Drivers aged 14 to 16 years old who hold a current Motorsport UK Kart Race Licence, including a KX Licence (which must be presented at sign on) or who have passed the Junior RT10 Assessment may drive in karting sessions and certain race events.

Permitted events:

- Any non championship event organised by Buckmore Park Karting
- Exclusive or private events (as long as permitted by the organiser)

Drivers must present a current Motorsport UK licence or completed Junior RT8 assessment and be accompanied by a parent or guardian who must sign them in.

9) Video Recording

If you wish to use your own camera with the mounts provided on our karts. Buckmore Park Karting Ltd does not allow the use of helmet or chest mounted cameras on any of its events.

Please ensure that you read all the rules and regulations below:

1. Buckmore Park Karting Ltd accepts No Liability for loss or damage to your equipment.
2. Your camera must use a mount that is compatible with the mounts supplied on the karts.
3. You must use the tether provided around the base of your camera mount.
4. Cameras can only be fitted to the karts using the base mounts attached and provided.
5. Your camera will not be changed over to another kart in the event that you have to change karts during an event or session.
6. Buckmore Park Karting Ltd assumes ownership rights to any recorded footage during your session. In any event we may seize any recorded material during sessions.
7. Buckmore Park Karting Ltd reserves the right to demand the removal of any footage uploaded to publicly available sites and networks for any reason.
8. Buckmore Park Karting Ltd reserves that right to use footage recorded during your session for marketing and training purposes.
9. In the event that your equipment comes loose whilst on circuit you must return to the pit lane.
10. In the unlikely event that your equipment detaches from the kart during your session, you must return to the pit lane and notify a member of staff.
11. The Race Directors decision will be final and any footage from personal cameras will not be used in any judicial decisions, current or retrospectively.

You will be asked to fill out a form on your arrival at the circuit each time you wish to use your own video recording device.

10) Championship Point Systems

The points system tables below are for each championship series we operate, as well as basic points systems for exclusive non championship events:

Junior Club		If needed	If needed		
Place	Heats	D Final	C Final	B Final	A Final
1	25	0	0	0	78
2	22	28	40	42	76
3	20	27	39	40	74
4	18	26	38	38	72
5	17	25	37	36	70
6	16	24	36	34	68
7	15	23	35	32	66
8	14	22	34	30	64
9	13	21	33	28	62
10	12	20	32	26	60
11	11	19	31	24	58
12	10	18	30	22	56
13	9	17	29	20	54
14	8			18	52
15	7			16	50
16	6			14	48
17	5			12	46
18	4			10	44
DNF	0				
DNS	0				
EXCL	0	Must count towards championship			

Pro Series			
Place	Championship Points - Split by sub class	Place	Championship Points - Split by sub class
1	35	20	12
2	32	21	11
3	30	22	10
4	28	23	9
5	27	24	8
6	26	25	7
7	25	26	6
8	24	27	5
9	23	28	4
10	22	29	3
11	21	30	2
12	20	31	1
13	19	32	1
14	18	33	1
15	17	34	1
16	16	35	1
17	15	36	1
18	14	37	1
19	13	38	1
DNF	0		
DNS	0		
EXCL	0	Must count towards championship	

Sprint Series			
Place	Heat Points/Heat Champ points	Championship Points	
1	18	35	
2	17	32	
3	16	30	
4	15	28	
5	14	27	
6	13	26	
7	12	25	
8	11	24	
9	10	23	
10	9	22	
11	8	21	
12	7	20	
13	6	19	
14	5	18	
15	4	17	
16	3	16	
17	2	15	
18	1	14	
DNF	0		
DNS	0		
EXCL	0	Must count towards championship	

3 & 6 Hour Championships			
Place	Championship Points, these will be split by sub class	Place	Championship Points, these will be split by sub class
1	35	20	12
2	32	21	11
3	30	22	10
4	28	23	9
5	27	24	8
6	26	25	7
7	25	26	6
8	24	27	5
9	23	28	4
10	22	29	3
11	21	30	2
12	20	31	1
13	19	32	1
14	18	33	1
15	17	34	1
16	16	35	1
17	15	36	1
18	14	37	1
19	13	38	1
DNF	0		
DNS	0		
EXCL	0	Must count towards championship	