

Race 'n' Respect

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.



VOLUNTEER OFFICIALS' & ORGANISERS COMMITMENTS

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

PARENT'S & GUARDIAN'S COMMITMENTS

I WILL:
 Encourage my young driver to have fun and enjoy racing
 Not put pressure on my young driver to take part
 Not impose my own ambitions on my young driver
 Not expect my young driver to win and recognise that the benefits of junior racing lie in the skill acquisition and not about winning events and championships
 Not criticise my young driver when they make mistakes
 Never encourage my young driver to break or bend the rules
 Respect other competitors and their families and applaud their success
 Respect the decisions of the officials at all times

COMPETITORS' COMMITMENTS

I WILL:
 Race for enjoyment
 Try my best at all times
 Race fairly
 Be polite and treat everyone with respect
 Not show off if I win
 Not get upset if I don't win

TEAMS' COMMITMENTS

WE:
 Accept that racing is primarily about enjoyment
 Will not put pressure on young racers to achieve results
 Will recognise that junior racing is about skill acquisition, not about winning events and championships
 Will never speak or behave inappropriately.
 Will encourage all racers to respect the rules and the authority of the officials
 Will never encourage a racer to break or bend the rules, nor to drive in a manner that could cause injury to themselves or others
 Recognise this is not Formula 1

The racing code is an education process and we cannot stress enough how important that is implemented in the best possible and positive light. Ultimately the MSA will deal with all cases of disrespect, however the Clubs and Championships have an integral role to play in the positive enforcement of the Racing Code and subsequently in dealing with poor behaviour in the initial phases. There is a huge range of actions that can be taken, starting with a recorded verbal warning and the extreme cases expulsion from the Club or Championship and also onward referral to the MSA. There is little point having a set of rules if no action is taken if and when they are broken, break the Code and bear the consequences.

Flags Used in all Races

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

Red flag

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 to the next manned marshal post. You will then be given further instructions. Do not brake hard upon seeing the red flag as this is likely to cause a further incident. A red flag is also shown on the slowing down lap at the end of a race to act as a reminder to stop as instructed.

Yellow flag

Great danger directly ahead. There is an incident past the marshal waving the flag (or showing the yellow light). Cease racing. 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 manned marshal post is clear before resuming racing. Overtaking under a waved yellow, or failing to bring your kart under control, will result in an immediate penalty.

Black/white diagonal flag or board

[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 in to 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 flag

[shown with your 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

Always come in if you are given a black flag. It is often for your own safety.

Chequered flag

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

NOTE: Lights may be used to supplement flags and these should be treated as if they were flags in every case.

The National Sprint is a 'one star' event, the International Sprint is rated as 'two star' event and the Championship series the Grand Prix League is a 'four star' event. The star rating relates to the level of difficulty and therefore the average experience level of the competitors. These events are for individual drivers. Before racing starts there will be a short practice. For the National Sprint this is three laps duration before the first heat for each driver. In the International Sprint and the Grand Prix League events this is increased to a ten minute session for each driver.

The National Sprint is a series of one off events that are ideal for the driver new to outdoor karting or on a limited budget. The races are held on the shorter National Circuit. The International Sprint and the Grand Prix League are run on the full International circuit. The National and the International sprint events are ideal for novice drivers. The Grand Prix League is a Championship series designed for drivers with a little more experience. In the National and International sprint events novice drivers are strongly advised to wear a "novice bib" (supplied) to warn other drivers of their novice status and make due allowances. Novices should not attempt the Grand Prix League.

Each driver will compete in three heats. The grid positions for these are pre-determined by computer. Each driver will find that he 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 fastest lap.

National Sprint only

The top 14 point scores will be placed in the "A" final, those finishing 15th to 29th will take part in the "B" final, those from 30th to 44th in the "C" and the remainder will race in the "D" final. The winner in each of the lesser finals will achieve promotion to the back row of the next final.

International Sprint

In this event it will be the top sixteen point scoring drivers who will make the grand final. Should time permit there may be extra finals added but these cannot be guaranteed.

Buckmore Grand Prix League only

This series will include weight classes. The weight of a driver will be determined by his weight when fully kitted up in racesuit etc and includes the crash helmet. Ballast cannot be carried for safety reasons. Drivers weighing up to 85kg will be classed as lightweights and those weighing 85kg and over will race as heavies. Both classes will race together but trophies will be awarded to the top three in each class. For safety reasons we do not allow drivers to add ballast either to the kart or carried about their person. 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.

Rules & Regulations.

Signing On

All drivers MUST sign on at reception before going on to the circuit.

Safety Briefing

Rules for all Sprint Events

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 down far enough to protect the drivers eyes at all times when on circuit. 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 racesuit or otherwise secured. Scarves are totally forbidden. Buckmore Park will supply Rib-Tec rib protectors will be supplied fitted to each driver. Whilst these 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 the ideal but trainers are an acceptable alternative. It is not sensible to wear heavy soled boots. High heeled shoes or sandals are **NOT** acceptable. 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. Flag 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)

Note: 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 if you should 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.

Gridding Up

Following the chequered flag at the end of each race, you will be shown a red flag from the marshal 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)

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 monies 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 motor sport.

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.

Contact or kerbing

1st minor offence: Driver warning.

2nd minor offence: Driver warning.

3rd minor offence: 3 points deducted.

Deliberate contact: Immediate black flag, and all points deducted plus risk of exclusion. In the final the penalty is three Places

GPL only: If, on the last lap of a race, a contact is determined as an advantage gained by contact (ABC) a ten second 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 under a yellow flag: 3 points deducted. In the final the penalty is three Places

Pit Lane Speeding: 3 points deducted. In the final the penalty is three Places

Getting out of kart on circuit: Immediate black flag.

Ignoring Black Flag: 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.

Individual (solo) endurance races. 30 Solo, 45 Solo, 60 Solo, The Iron Man and the Man of Steel (see below for team events)

General Description

The 30 Solo endurance is a one star entry level endurance while the 45 solo endurance is two star rated. The Iron Man is a three star series and is also a Championship. The Man of Steel is a four star series for the most experienced drivers, is also a Championship and is run in weight classes. Drivers should be honest about their level of experience and select a suitable event accordingly. All of these formats are for individual drivers. The 30 Solo is a 30 minute race and the 45 Solo is of 45 minutes duration and both the Iron Man and Man of Steel are of 60 minute duration. There are no fuel or pit stops. There will be a ten minute practice/qualifying session to allow drivers to set a qualifying time for the grid. Any driver who is not happy with any aspect of their allocated kart, will have the opportunity to change this during the ten minute session. No kart will be changed after the chequered flag at the end of the qualifying session unless directed by the Race Director.

30 Solo, 45 Solo and 60 Solo

These events are a series of "one off" races throughout the season. They are ideal for less experienced drivers or those on a limited budget. Those with less experience are strongly advised to wear a "novice bib" (supplied) to warn other drivers of their status and to make due allowances.

Iron Man and Man of Steel

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 Man of steel is run in two weight classes. Drivers weighing up to 85kg will race as lightweights and those over 85kg as heavies. For safety reasons we do not allow drivers to add ballast either to the kart or carried about their person. Drivers may include all items of apparel, including seat inserts, when determining their weight.

General Description

The 30/30 Duo, 2hr, 3hr, and the 6hr Open Endurance events are designed as team events. In the case of the 30/30 Duo the team must consist of two drivers. For any 2hr races, the ideal number of drivers is two to three. For the 3 Hr, the ideal number of drivers would be two to five drivers. For the 6 Hr races, three to six drivers would be ideal. There is no maximum number of drivers for any of these events except for the 30/30 Duo where the maximum is two.

A practice session precedes the race and this will be of 5 minutes before each race of the 30/30 Duo, 20 minutes for a (2hr) race or 30 minutes (3hr to 8hr) 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 winter 2hr and summer 3 hr races are ideal for experienced or newer teams. 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 non-championship races, they are qualifying races for the Sodi World Series (SWS)

The 30/30 Duo:

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.

The 2hr and 3hr Team Endurances:

The winter 2hr and summer 3hr 'two Star' team endurance races are non championship events 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, they are qualifying races for the Sodi World Series (SWS)

The 6hr Team Endurance Championship:

The 'Three Star' 6 Hour team endurance is ideal for fit drivers with some experience of outdoor leisure kart racing. Whilst these events are non-championship races, 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 stand alone 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.

Rules & Regulations.

Signing On.

All drivers **MUST** sign on at reception before going on to the circuit.

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. 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 racesuit or otherwise secured. Scarves are expressly forbidden. Buckmore Park supply Rib-Tec rib protectors and these will be supplied and fitted to each driver. Whilst these 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 the ideal but trainers are an acceptable alternative. It is not sensible to wear heavy soled boots. High-heeled shoes or sandals are **NOT** acceptable. 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. Flag 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).

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 are unable to complete the repair only then will the team be offered a replacement kart.

Pit Lane

Drivers are reminded that the entry speed to the pit lane is to be at WALKING PACE. Any drivers exceeding walking pace will be penalised as set out below.

When a team wishes to enter the pits to carry out a driver change or fuel stop, the procedure is set out below and **MUST** be followed in all cases.

The driver must be aware that he is to enter the pits **BEFORE** rounding Café Curve. Teams should therefore put their pit boards out over the fence downhill of the clubhouse (Herbert Rise) The driver should then raise one hand to indicate that he is slowing and pull over to the left as he approaches Café Curve. He should then test his brakes before attempting to enter the pit lane. (If the brakes are deficient **ON NO ACCOUNT ATTEMPT TO ENTER THE PIT LANE** but remove your foot from the accelerator and try to scrub off speed. Raise hand once stopped and await assistance) Always come into the pits at walking speed only. If your pit stop is simply for a driver change, take the left hand lane and proceed as far up the pit lane as possible. Exit the kart from the left to avoid stepping into the path of others. The replacement driver **MUST** wait behind the tyre wall until the first driver has exited the kart safely. No other team member is allowed into the pit lane. Remember to check over your right shoulder as you drive onto circuit. Remain on the left hand side of the circuit to allow room for those already up to racing speed.

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 **EXACTLY** 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 two stops (the fuel stop counts as one)

3hr Race: Minimum 3 stops (Fuel stops count)

6hr Race: Minimum 6 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.

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.

Contact or kerbing*:

1st minor offence: Driver warning

2nd minor offence: Driver warning

3rd minor offence: Black Flag.

Deliberate contact: Two warnings before a black flag, unless its a takeout (ABC) - this would result in a instant black flag/stop go penalty. I do this on all events, sprints and endurances. I only use the three point deduction on minor contacts once they hit three warnings.

If, on the last lap of a race, a contact is determined as an advantage gained by contact (ABC) a ten second 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 under a yellow flag:** A stop go black flag unless the driver waves the other back past.
- **Getting out of kart on circuit:** Immediate black flag.
- **Gaining an advantage by kerbing:** Driver warning. repeat offenders will be black flagged.
- **Pit Lane Speeding:** Driver sent out to do one more lap and try again!
- **Ignoring Black Flag:** Lap deducted.
- **Incorrect Apparel:** Black Flag.
- **Aggressive/abusive behaviour:** Removal from circuit, expulsion from race and possible ban.
- **Alcohol/drug abuse:** Removal from circuit, expulsion from race and possible ban.

*Kerbing is defined as gaining an advantage by the use of kerbs.

Our alcohol and drug policy is simple. We just say no!

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.

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.

Drivers aged 14-16 years

Drivers aged 14 years who hold a current MSA Kart Race Licence (which must be presented at check in) may drive in karting sessions and some race events.

Permitted events:

- Karting sessions
- National Sprint 1*
- International Sprint 2*
- 30 Solo Endurance 1*
- 45 Solo Endurance 2*
- 30/30 Duo Endurance 1*
- 3hr Team endurance. 2*
- 60 Solo Endurance 2*
- F1 GP Special 2*

They are not permitted to drive in the following events until they have reached their 16th birthday.

Non-permitted events

- 6hr team endurance 3*
- Grand Prix League 4*
- Iron Man 3*
- Man of Steel 4*
- Any 5* event

Drivers must present a current MSA licence and be accompanied by a parent or guardian who must sign them in.