

# JUNIOR HIRE CHAMPIONSHIP RULES & REGULATIONS 2016



### Race Formats & Itinerary

Arrival and Signing-In	18:00 Latest
Driver's Briefing	18:20
Qualifying Session	18:30-18:45
'5 minute' break	18:45-18:50
Race	until 19:30
Presentation	19:45

The duration of each round will be 1 hour in total. Therefore if the qualifying session were to start at 18:32, the Race would end at 19:32. Whilst we try to ensure that every round runs as closely to this itinerary as possible, on occasion it may be necessary for this to change at short notice. We ask that all drivers make the break between qualifying and the race as brief as possible, so that it is possible to run a longer race. Any drivers unable to complete a minimum 5 laps of practice in the qualifying session will, unfortunately, not be able to take part in the race.





### Race Directors

Those of you that race in the GT, McLaren, Monza, or Spa Cups; your Race Director will be Luke Ladley-Ellmers. For drivers of Monday night's Evo Cup, your Race Director will be Steve Cutting.

The Race Director's decision is final on all matters. The Race Director reserves the right to alter or change any regulation with little or no notice. Whilst penalties for various offences are listed in the rules and regulations, it is at the discretion of the Race Director to administer a different penalty to the one listed if he deems fit. For offences not covered in the list of penalties the Race Director has the sole discretion and penalties may vary from a verbal warning to exclusion of a driver from the championship.

### Karts

At Rye House we aim to ensure that all karts are kept and maintained to near identical standards. Whilst we do this to prevent any variation in performance between karts, it is impossible to guarantee that all karts will perform 100% identically at all times. The reason that a driver's 'race' number is allocated to a different chassis every round, is to prevent any one driver having a kart that is potentially deemed 'better' for more than one event. During the event, drivers will only be swapped into a 'spare' kart if the Race Director deems it necessary to do so. This will only be the case if he believes there to be a genuine mechanical fault with the kart (e.g. engine/clutch failure). Karts will not be swapped if there are no obvious mechanical faults, even if the driver believes their karts performance to be inferior to that of other drivers, or to that of any karts they have driven in previous rounds.





### Championship Points

Win	= 50 points
2nd	= 46 points
3rd	= 44 points
4th	= 42 points
5th	= 40 points

Less 1 point for each position thereafter. Fastest Lap of the Race = 1 point. Trophies are awarded for 1st, 2nd, 3rd and for the fastest lap of the race.

### Race Numbers

The kart number allocated to each driver at the start of Round 1, will remain their number for the remainder of the championship. Though their 'race' number remains the same, the numbers themselves will be allocated to a different chassis every month.

### Champion is determined...(edited October 2016)

If two drivers finish on the SAME championship points their final position will be determined by the most number of wins. If they are equal then most number of second places etc. Were this to be equal all the way down, then the driver scoring the first race win will be awarded the title.





### Race Wear & Accessories

Any drivers wishing to wear their own race wear are welcome to do so, providing that; *Race suits* fit all the way down to the wrists and ankles. *Crash helmets* fit correctly, are 'full face' with a close-able visor, and have an acceptable method of fastening. Crash helmets must remain on and fastened at all times until clear of the circuit. *Neck braces* and *Rib protectors* are not a necessity, however those wishing to are, again, welcome to use them.

The use of *Go-Pro* equipment is allowed for drivers wishing to mount them to their own crash helmets. Drivers are **not** allowed to attach them to crash helmets belonging to Rye House or attach them to their karts in any way.

The use of any equipment allowing verbal communication between spectators and drivers during the event is not allowed, any earpieces etc. must be removed prior to the driver going onto the circuit.





### Race Rules

Any driver not adhering to the following rules, will be eligible for a penalty;

NO CONTACT.

NO WEAVING OR BLOCKING.

NO DRIVING ON OR OFF THE GRASS.

NO GETTING OUT OF THE KART.

NO STOPPING ON THE CIRCUIT.

ACKNOWLEDGE THE BOARDS & SIGNALS.


Drivers must keep their crash helmets and seatbelts fastened at all times whilst on the circuit, until instructed otherwise by a marshal.


Drivers must conduct themselves at all times in a safe and sportsmanlike manner. Any aggression toward staff or other drivers (un-sportsman like conduct) will not be tolerated.

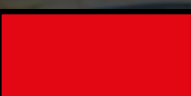
Drivers are reminded that there could be considerable variation in the skill and pace of drivers.






 **Green Flag** – Used to signal the start of the race after all drivers are on their grid positions.

 **Yellow Flag** – Slow down, no overtaking until you are past the incident the flag is being waved for.

 **Red Flag** – Drivers must come to a complete stop as soon as is safely possible. Drivers should avoid extremely harsh braking as it could cause an accident with drivers directly behind them. Once stopped, drivers are to remain in their karts and await further instruction from a marshal.

 **Slippery Surface Flag** - There is a slippery surface ahead such as oil or water that has been brought on to the track, this flag will normally be used if it starts to rain during the session as the rain obviously makes the entire circuit slippery.

 **Chequered Flag** – The session is over, drivers must slow down, complete the lap they are on and come to a smooth stop on the block paved area they started from.

**WARNING**

**WARNING BOARD** - This will be shown to any driver that is seen to be weaving, making slight contact or driving in a manner that we deem to be unacceptable but not seriously enough to warrant a penalty or exclusion.

**COME IN**

**COME IN BOARD** - This will be shown to any driver, making intentional contact, aggressive weaving or blocking, driving on and off the grass, failing to obey any of the flags or instructions given by the staff and for generally driving in a manner that we deem to be dangerous. It may also be shown if there is a mechanical problem with your kart. When shown this board, drivers must complete their current lap, and then pull off of the circuit onto the block paved area.

**ABC**

**ABC BOARD** - This will be shown to any driver observed making contact with other drivers, and gaining an advantage by doing so. From the point this board is shown, a driver has 1 lap in which they must slow down and allow the driver they made contact with back into their original position. If the displaced driver is allowed back into their original position, there will be no further penalty issued. If they are not given their position back, the offending driver will be shown the COME IN board.





### Qualifying

The fastest lap of each driver during the qualifying session will decide their grid position for the start of the race. Drivers will be informed of their grid position at the end of the qualifying session.

### Race Starts

All races will be started from a standing grid start, with a green flag. Any driver seen to be gaining an advantage by accelerating before the green flag has been waved (false start) will be penalised. If multiple drivers commit false starts, the Race Director may re-start the race completely.

### Race Stops

If it is necessary for the race to be stopped early and red flags are shown, any time lost will be disregarded. The race will end at the expiry of the stated duration regardless of any stoppages. The Race Director will have the power to abandon a race and declare the result at that point.

### Race Timing

Timing and lap scoring will be computerized, using small electronic transponders fixed to each kart. Laps and lap times are registered as the driver crosses the timing loop in front of Race Control. In the event that a driver goes around the timing loop by driving across the block paved area, it is at the Race Director's discretion as to whether any laps will be credited. 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. Almost all events will be able to be viewed 'live' on mobile phones/tablets at:

<http://live.alphatiming.co.uk/rye>





### Penalties

All penalties will be issued by showing the driver the COME IN board. The driver will then be held for the stated duration whilst a marshal explains the reason for the penalty.

Failure to make Starting Grid – Start from Pits

False Start – 30sec penalty

Driving on/off of the grass – 30sec penalty

Gaining an advantage by leaving the circuit (using cut-throughs/cutting corners) – 30sec penalty

Overtaking under yellow flags – 30sec penalty

Aggressive weaving/blocking – 30sec penalty

Getting out of the kart on circuit – 30sec penalty

Driving Standards – 30sec penalty

Safety Wear (during race) – COME IN board

Un-Sportsmanlike conduct by driver or any parents/guardians present – Disqualification

Any drivers committing offences on the final lap of a race, where there is no time remaining for a normal 30sec stop/go penalty, will have the 30sec penalty added to their final race time on the timing computer.

All other driving standard / safety / behavioural matters or repeat offences will be at the Race Director's discretion.

As mentioned above, whilst the rules and Regulations have been put into place the Race Director has the final say on any issues prior, during and after the event.

