



RYE HOUSE

 **KART RACEWAY®**
www.Rye-House.co.uk

WELCOME

Congratulations on becoming a Championship driver for this year. Whether you're an experienced driver, or this is your first step on the racing ladder, we are certain that you will have a superb time!



Please take a minute to read our rules and regulations enclosed in this booklet to ensure you know and understand what is expected of you and your competitors.

Good luck in this year's championships and enjoy!

THE SERIES

Our RHDC Championships are a fantastic path into competitive karting. These Championships help drivers that don't have the preparation time available to compete in race meetings as "owner" drivers, but still want to get all the extra benefits that becoming a club racer offers!

Championships are available for age groups 8-11, 12-15, 14-18 and 16+ and Rye House offer the very best karts available.



The format is based around a GP style meeting with a practice or qualifying session (for grid position), followed by a race (or two!), and finish off in the hospitality suite for trophy presentation.

THE KARTS



Junior drivers will compete in our Biz Evo-Champ karts which have 5.5bhp, de-governed engines. Built to race spec, this fleet will only be used by our championship drivers.

Seniors (16+), will compete in our twin 160cc engine Le Mans Karts, which are capable of speeds in excess of 50mph!

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 always perform 100% identically.

Each driver's 'race' number is allocated to a different chassis every round, in order to combat any one driver having a kart that is potentially deemed "better or worse" 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 of another drivers kart, or slower than a kart they have driven in previous rounds.

TESTING

Rye House offer all RHDC drivers a discount on exclusive test sessions throughout the season, available in 30 or 60 minute slots.

We recommend joining the RHDC Facebook page for all the latest news, events & offers!

TUITION

A 1-2-1 tuition is the fastest way to improve your times and race craft.

Our expert tutors are on hand seven days a week. Simply speak to a member of staff to arrange a tuition.

FORMAT



Junior Championships (under 16's) will all be run as a 'GP1 Format.'

This consists of 1hr of track time in total; 15min Qualifying session to decide grid positions, followed by a race for the remainder of the hour.

Senior Championships (16+) will alternate between the 'GP1 Format' mentioned above and a 'Split GP'. The 'Split GP' starts with a 5min practice session, followed by 2x 25min races! Grid positions being based off of the current championship standings. Points scored in each of the two races determine the overall winner at the end of the round.

The duration of each Championship round will be 1 hour in total. Therefore, if the qualifying/practice session were to start at 18:32, the Race would end at 19:32. Any drivers unable to complete a minimum of 5 laps of practice in the qualifying session will, unfortunately, not be able to take part in the race.

RACE START

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

STOPPAGES

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 end 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.

TIMING

Timing and lap scoring will be computerized, using electronic transponders fixed to each kart. Laps and lap times are registered as the driver crosses the timing loop on the start line. 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.

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.

- Causing a delay in race start - Start from pitlane, you will only be allowed out once the last kart passes.
- 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
- Gaining an advantage from contacting another competitor (Known as ABC) - 30sec penalty
- Overtaking under yellow flags – 30sec penalty
- Aggressive weaving/blocking – 30sec penalty
- Getting out of the kart on circuit– Disqualification (applied after end of race)
- Driving Standards – 30sec penalty
- Safety Wear Malfunction (during race) – COME IN board - to reposition safety equipment.
- 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 penalties will be issued by the 'COME IN' board. A marshal will show the driver where to stop. The driver will then be held for the stated duration whilst a marshal explains the reason(s) for the penalty. The penalty will start from the moment the kart is stationary AND the marshal begins the explanation. A penalty should only ever over run if a driver chooses to question the reason for it.

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.

FLAGS / SIGNALS

All Flag/E-Flag signals used by marshals to communicate with drivers throughout the event must be obeyed at all times. Any drivers disregarding any signals shown by marshals will be penalized.

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. Once stopped, drivers are to remain in their karts and await further instruction from a marshal.

Chequered Flag (E-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.

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 not normally be used if it starts to rain during the session as the rain obviously makes the entire circuit slippery.

Warning Flag (E-Flag) - 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 serious enough to warrant a penalty or exclusion.

Come In (E-Flag) - 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 (E-Flag) - 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 for a stop-go penalty.

Start Lights (E-Flag) - Used to signal the start of the race after all drivers are on their grid positions.

POINTS

- Win = 50 points
- 2nd = 46 points
- 3rd = 44 points
- 4th = 42 points
- 5th = 41 points
- 6th = 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.

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.

How the Champion is determined...

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 earliest race win that season (Round 1 to Round 9) will be awarded the title.

RACEWEAR & ACCESSORIES

A driver wearing a red and white racing suit and a helmet is seated in a go-kart. The kart is red and white with some sponsor logos. The background is a blurred racetrack.

Race Attire

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.

Success Ballast

In the junior series we will be using a touring car style Success Ballast for 2024, this will involve a sliding scale of ballast which will be added to the karts, depending on the driver's championship position. The championship leader will carry the maximum 7kg, 2nd will carry 6kg, 3rd will carry 5kg, 4th will carry 4kg, 5th will carry 3kg, 6th will carry 2kg and 7th will carry 1kg of ballast. This will change on a race-by-race basis and is designed to help close the gap between the front and back of the grid.

Tinted Visors

These are allowed; however, Tinted visors are NOT permitted in low light conditions. Low light conditions apply from the moment the track flood lights are turned on. Any driver wearing a tinted visor whilst racing WILL be called in to change their visor. This WILL impede your race.

Video Equipment

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. Any video media is purely for entertainment purposes ONLY and cannot be used to attempt to overrule a decision.

Communication Devices

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

An aerial photograph of a karting track, showing its winding asphalt path, grassy areas, and surrounding facilities like buildings and parking lots. The word "RULES" is prominently displayed in a large, white, stylized font at the top center of the image.

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 seat belts 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 (unsportsman like conduct) will not be tolerated. Drivers are reminded that there could be considerable variation in the skill and pace of drivers.

