

HR.1 All rules stated comply with health and safety requirements and may be subject to change at the discretion of RLK Ltd management. All changes will be notified in writing.

HR.2 Club 2000 race events will be held at Red Lodge Karting Ltd, Red Lodge IP28 8LE. Events are open to drivers wishing to compete in the cadet, junior and senior classes.

HR.3 2022 will be a 12-round championship. Championship points will be awarded as part of the overall season's championship. Only Club 2000 members will be eligible to score points. At the end of the championship, **two rounds** will be deducted from the overall championship points (one being the lowest scoring round + a non-attendance/ or 0 scoring round). More info available on the points page. November's round will be a compulsory scoring round.

HR.4 **Race entry forms** must be received by RLK Ltd by 12.00 midnight on the **Saturday 1 week prior to race day** (**Online race entries are preferred, thank you**) <https://www.redlodgekarting.com/championships>

Member race entry fee: £53 (Late entries: £57) **Non-Member's entry fee:** £65 (Late fee: £69)

Late entries will not be allocated a grid start slot for the first 3 heats.

Transponder hire is available where required: £25.00 per day subject to availability.

Annual Club membership fee: £55.00.

Annual race entry package offer includes All race entries, membership & 2 test days: £700 (T's & C's apply)

Test day fees: Members: £57.00 Non-Members: £65.00 (per kart/ day - max 3 drivers per kart)

HR.3 Should a meeting be cancelled before the event starts for whatever reason entry fees will be carried over within the current Championship year or refunded at the discretion of Club 2000. Club 2000 reserves the right to charge administration fees in certain circumstances. If the meeting has to be cancelled due to unforeseen circumstance it will be at the discretion of RLK

HR.3a In the case of a driver requesting to carry over their already processed race entry, the following terms and conditions will apply:

- A race entry can only be carried over to the **following month's race meeting** with a minimum of 24 hours' notice to RLK Ltd;
- A race entry can only be carried over **to a meeting more than one month after the original booked race meeting in the same racing year** in exceptional circumstances and with a minimum of 24 hours' notice to RLK Ltd. This decision will be made at the discretion of RLK Ltd Management;
- A race entry cannot be carried over **to another racing year.**

HR.4 **Timetable:** The intention of the organisers is to carry out the meeting as below:

- 7.15am: Signing on (closes 9.15am)
- 8.15-9:20am: Scrutineering (prompt closing).
- 9:20am: Any driver not signed on or passed through Scrutineering by 9.20am may be denied entry.
- 9:35am Drivers briefing.

All drivers, along with their respective parent/guardian if under 16 years old, must attend the drivers' briefing; any driver who does not attend may be excluded. (Due to unforeseen circumstances, times may vary and a random check will be carried out to ensure a parent/guardian is present for all drivers under the age of 16 years).

HR.4a Should a parent/guardian of a participant under the age of 16yrs old need to leave RLK Ltd premises at any time during a race meeting they must report directly to the Race Control/Reception together with another designated responsible adult who will take over 'in loco parentis'. Both adults will be required to complete a consent form confirming the change of responsibility. Failure to comply with this rule will result in the child not being able to continue participating in any further proceedings on the race day.

- **HR.5** All competitors must wear an approved helmet (reasonable standard), gloves, race boots (with ankle support) and a racing standard race suit (preferably CIK approved) these items must be shown at scrutineering; we do not permit basic boiler suit overalls. All drivers entering online or in person are confirming they have read the Race Competitor indemnity form. **By paying my fee and SIGNING THE DRIVER INDEMNITY FORM either online or in person, I accept this disclaimer and I agree to attend a safety briefing and fully understand the risks involved. See Driver Indemnity 2022.**

All the above is subject to the Clerk of the Course/RLK Management's approval wherever relevant.

- HR.6** All classes of 2 and 4 stroke karts will be in accordance with the Kart Race Year Book (reference Kart/Class specifications) where a copy of it will be on hand at all Club 2000 meetings from Race Control (Reception).
- HR.7** RLK Club 2000 will take its guidance from the karting section in the **2021** Blue Book and can amend any rule with reference to age & classes or general rules in the interest of the Club 2000 Championship. In certain circumstances i.e., H & S or improving the size of the grid we will refer to the **2022** Blue book.
- HR.8** Competitors are reminded that eligibility checks will be made on the day. Failure to allow an eligibility check will result in exclusion from the meeting.
- HR.9** All karts will be weighed and weights will be as per the scales on the day. Any driver running underweight will not score points. Constant misuse of this rule will result in exclusion from the meeting. See Class rules.
- HR.9a** For classes that include a minimum driver weight, only mandatory items of personal protective equipment (PPE), as required since 13/01/13, are to be included when the driver is weighed. See HR5
- HR.10** In certain circumstances, a class championship will be separated at the discretion of the Clerk of the Course. I.e., Subject to the number of entries entering the race meeting.
- HR.11** **All karts must carry AMB 160 transponder fitted** to the rear of the seat 25cm from the ground +/-5cm by means of the correct bracket. Please position away from any lead that is put on the kart.
- HR.12** All drivers must be aware of their grid position before proceeding to the dummy grid. Grid positions will be determined by the timing computer. Final grids will be determined from points scored in the previous heats. During the race day, the pit lane will be deemed as live for both practice and racing. For full points, see attached points chart. In the event of tied points for a final, the result will be determined by the best result from the first heat result of the day. All classes will have 3 heats and a final, subject to any unforeseen circumstances. NB. In the case of any following heats/final, the points will be adjusted accordingly to match the total points of the day. A race length will be laps or minutes + 1 Lap, at the discretion of the Clerk of the Course. In a situation where race officials are governed by force majeure (i.e., poor weather conditions or lost time) and are unable to run the heats/finals, the result will be determined from the points rewarded from the previous results.
- HR.13** Dummy grid safety procedures are as follows:
 - **Only** one driver + one mechanic is allowed in the dummy grid and Parc Ferme (CLOSED & SECURE) areas - wrist bands will be issued & Hi-Visibility vests must be worn.
 - **No** persons other than officials are allowed across the **RED** line at the exit of the dummy grid, whilst practice or racing is in progress.
 - **No** persons are allowed inside the RLK workshop.
 - **No smoking** in dummy grid or Parc Ferme (CLOSED & SECURE) areas
 - **All** spectators are requested to remain behind the barriers and boundary fences always keeping the entry/exit to the dummy grid/pit lane clear for competitors
 - **No spectators are permitted on the dummy grid or by the adjacent track fence**
 - **RLK Ltd will accept no responsibility for injury on site**
 - **Refer to Covid-19 rules with regard to wearing face coverings & practising social distancing.**
- HR.14** **All drivers must be on the dummy grid before the last lapboard is shown for the previous race. Any driver arriving late will be directed to the back of the grid. Any driver failing to make the start of the race will not be allowed to join once the race has started.**

HR.15 Standing starts may be implemented for classes where karts will stop on their correct grid positions. When the starter is satisfied the 'start' signal will be given. However, the normal procedure for **all classes will be rolling starts**. In the event of a kart having to catch up for whatever reason, all drivers must be aware of who is beside or in front on the dummy grid, so that the driver can be let safely through. If the driver does not resume grid position in sufficient time, the race will start at the discretion of the Clerk of the Course. Once the signal to start the race has been given, karts may not stop, intentionally or otherwise, to make repairs or adjustments. They may however drive to the pits, or a designated maintenance area, to undergo repairs or changes.

HR.16 **Acceleration Point** – When the starter is satisfied that the karts are approaching the acceleration point marked with two red cones either side of the circuit in correct position and at an acceptable speed, the starting signal will be given by extinguishing the red light. If a further lap is required the red lights will remain on until 25 metres prior to the **acceleration/start** line marked with red cones. Any grid running with mixed formula may be subject to the Clerk of the Course discretion as to their starting positions.

HR.17 Race Stoppage

- Any race stopped before the leader has completed two laps will be declared null and void.
 - (i) The race will be re-run in its entirety.
 - (ii) All available karts will restart from their original grid positions; the grid may be closed up for any missing karts.
 - (iii) Front fairings may be reset **with penalty applied** on the grid.
- If it becomes necessary to remove all karts from the track, repairs may be made and all karts that came under starter's orders for the original race will be permitted to start the re-run race from the dummy grid in their original positions.
- If 2 or more laps but less than 75% of race distance has been completed by the leader, the Clerk of the Course shall, at his discretion, decide to:
 - (a) Abandon the race. In which case the race (result) shall be declared as the order of finishing on the last full lap completed by all karts proceeding under their own power when the red flag was first displayed, followed in classification by non-running karts on a roll back of laps basis and order of stopping.

OR

- (b) Consider the race suspended and run it as a two-part race.

(i) In this case the Karts will be restarted in a single file, rolling start with no overtaking before the start line

(ii) After one or more laps under quarter flags the start will be signified by the waving of the green flag.

(iii) The starting order for the second part of the race shall be the order at the last full lap completed by all karts still proceeding under their own power, when the red flag was first displayed. Any time penalty will be taken into account and added to the original result to provide the grid for the restarted race.

(iv) Drivers "one or more lap(s) down" shall be put in their correct position i.e., behind the drivers on the same lap as the leader.

(v) The race distance shall be the number of laps required to make up the full race distance.

(vi) The finishing order of the second part, shall be the finishing order of the race (drivers "one or more lap(s) down" in the first part shall be deemed to have finished the race "one or more lap(s) down" unless they have un-lapped themselves), followed in classification by non-running karts on a roll back of laps basis and order of stopping.

(vii) If the Judge of Fact reports that the front fairing on one or more karts was no longer in the correct position when the race was suspended, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This is not susceptible to appeal. Any front fairing which is subject to a Judge of Fact report must be reset on the grid before the race is re-started.

- If 75% or more of the race distance has been completed by the leader, the race will be deemed to have ended. The race results shall be declared as the order of finishing on the last full lap completed by all karts still proceeding under their own power, before the red flag was displayed, followed in classification by non-running karts on a roll back of laps basis unless Championship Regulations specify otherwise.

Re-Starting Procedures

- If the race is to be re-run in its entirety, or restarted the following procedure will apply:
While the race is stopped, the whole course will be considered as Parc Ferme and no work may be carried out to any kart (except to reset the front fairing in the correct position under the supervision of the

Scrutineers).

- (i) Mechanics will not be allowed on the circuit until permission is given by the Clerk of the Course.
- (ii) Neither the mechanics, nor Incident Marshals already on the circuit, can approach or touch any kart until permission is given.
- (iii) When authorised by the Clerk of the Course, spark plugs may be changed and finger adjustments may be made to the carburettor settings.
 - If a kart leaves the track during the stoppage,
- (i) It will not be permitted to re-join the race.
- (ii) Any kart not racing at the time of the incident that caused the race to be stopped, cannot re-join the re-started race.
- (iii) Karts involved in the incident that gave rise to the stoppage, or who subsequently stopped racing because of the incident prior to the red flag, may only re-join the race if the Clerk of the Course, in consultation with the Chief Scrutineer, is satisfied that a kart is safe to continue without repair, and the Chief Medical Officer is satisfied the Competitor is fit to continue racing. These karts must start at the rear, whether the race is run over the full distance or as a two-part race.
- (iv) Those karts that stopped after the incident that gave rise to the stoppage because they were instructed to do so, or because the track was blocked, may join the restarted race in their proper places.

HR.18 Flags:

- The **BLUE** flag will be used to symbolize an **“Advisory Flag”**. When shown to a driver, it is courteous to allow the faster kart through.
- A Stationary **BLUE** Flag: A faster kart is approaching you from a distance
- A Waved **BLUE** Flag: A faster kart is a short distance behind you
The following flags are Waved flags:
- **BLACK/ORANGE** Circle: Mechanical Failure (Pull over or exit the circuit)
- **RED**: Stop!
- **YELLOW/RED** Striped: Slippery Surface (Change of conditions i.e. weather)
- **GREEN/YELLOW** Chevron: False Start
- **BLACK/WHITE** Diagonal: Warning to the Driver that his driving standards are being observed
- **BLACK**: Driver to exit the circuit via the pit lane (possible 10 second penalty or lap deducted)
- **YELLOW**: reduce speed, incident on circuit and no overtaking
- **GREEN**: Resume racing
- **BLACK/WHITE**: Chequered means end of race or practice
- **BLACK/YELLOW ¼ SQUARED**: (Known as the Battenburg) Reduce your current race speed by at least 25% for the duration of the BLACK/YELLOW flag. Failure to reduce your speed may result in a penalty or exclusion

HR.19 In the event of a kart breaking down during practice/racing and being unable to continue, the driver must move to a safe place or, where instructed, must keep their helmet on always until practice/racing has finished. **No mechanical repairs** are to be carried out on your kart whilst on the circuit. Failure to comply with this rule will result in exclusion from the race.

HR.20 When pushing off from the dummy grid, if the kart fails to start before the **“SAFE LINE”** i.e. “start/finish line”, then both the driver and the kart must be clear of the track and make their way to a safe area.
RLK LTD marshalling staff are not allowed to act as pushers.

HR21. All new drivers joining the club will be classed as a novice and will start from the back of the grid during a minimum of 3 to a potential maximum of 6 race meetings.

Any driver who produces a **full MSA** Licence at signing on/scrutineering or a novice licence with 6 signatures. If proven and agreed by RLK that a non MSA driver has raced at another circuit, then one race meeting under Novice plates will apply. However, once signed off by the Clerk of the Course, any experienced drivers are permitted to start at the back of the grid providing their request has been noted with the circuit before signing on the race day, they will be classed as a non-novice and excluded from the novice trophy.

HR.22 For reasons of health and safety, the starting of karts anywhere in the paddock area or garages is **strictly prohibited**. Offenders may be excluded from the meeting or may be subject to a disciplinary hearing by the Race Director. The starting of karts is only allowed in Parc Ferme, at the discretion of the Scrutineer.

- HR.22a Kart engines** may only be started in an area designated by the organisers, which shall include the live area of the circuit. When starting engines, the driver must be seated correctly in the seat with all four wheels of the kart on the ground. Exceptionally non-centrifugal-clutch classes may start their engines, in the same designated area, with the kart positioned on a trolley in a position that will not endanger others. Engines should not be run for longer than 10 seconds.
- HR.23 Strictly no smoking on the dummy grid, Parc Ferme or on the circuit at any time within the perimeter fencing.**
- HR.24** The driving of all karts in the paddock area is **strictly prohibited**.
- HR.25** The riding of motor vehicles or any such like (including any bicycles, scooters, electrical skate boards etc) are **strictly prohibited** on the circuit and the surrounding paddock area. **No animals except guide/assistance dogs are permitted on the RLK Ltd site.**
- HR.25a** Only competitors and their racing team are permitted to walk the track prior to scrutineering closing at 09.20 or before the RLK race marshals begin their safety circuit check.
- HR.26** It is a safety requirement that you have a fire extinguisher BSEN standard size rating 55B located within your pitch area. There are fire extinguishers positioned on the front of the kart garages and at all marshal points on the circuit.
- HR.27 All appeals, protests and disputes must be logged within 30mins to Race Control (Reception)** as a written report together with a fee of £100 (**non-returnable**) for adjudication to be carried out before the race end. No appeals will be accepted after the 30-minute deadline following the issue of the race results. **No disputes will be considered whilst racing is in progress.** All entrants will be expected to behave in a disciplined manner on and off the circuit. All drivers will be fully responsible for all members of their supporting teams, including relatives and friends, for the proper positioning of vehicles and equipment, and for the respectful use of the site facilities. Competitors and spectators are reminded that abusive language or behaviour towards RLK staff, officials or another competitor is not acceptable. **Drivers may be excluded from the meeting if any of the rules are not adhered to.**
- HR.27a Appeals Adjudicators namely, RLK senior staff that are not directly involved in the running of the meeting (may include independent adjudicator i.e. medical cover of the day appointed by RLK)** reserve the right to increase or decrease any penalties awarded by the Clerk of the Course on the Race Day.
- HR.28 Damage caused to RLK Ltd Premises.** In this event, it will be deemed solely the responsibility of the Company Directors to assess the damage caused and to fairly determine the action to be taken.
- HR.29 Trophies** will be awarded after each Championship round throughout the year. The number of drivers competing determines the trophy positions that are presented.
End of Year Final Trophy presentation for all competitors will be held at the conclusion of the championship year, the trophies will be awarded to drivers which have competed in at **least 6 rounds throughout the year.** Each class requires a minimum of 3 competitors per class to be included in the end of year trophy awards (Subject to RLK Management discretion). **A provisional date has been set for the evening of Saturday 7th January 2023 and our exclusive Xmas holiday test day will be Tuesday 27th December 2021.**
- HR.29a The Club 2000 management reserve the right** to amend or add to the rules and/or regulations and make any changes which will be notified in writing by way of a notice displayed at RLK Ltd and on the RLK Ltd website. All rules are for the purposes of Club 2000.
- HR.30** Personal details held on RLK Ltd premises are guided by the GDPR data protection and will not be given to any other third parties.
- HR.31** RLK Ltd will not be held responsible for any loss or damage to drivers/visitor belongings left on site.
- HR.32 In the event of a fire,** the fire assembly point is situated at the main entrance car park (Gate 1). A paramedic or an equivalent qualified first aider is positioned in Pit Lane 1 whilst practice and racing is in progress.

HR.33 TYPE E crash helmets should **not** be used for KARTING. All drivers are required to sign an indemnity form which will indemnify **Club 2000** (including all club officials), **RLK Ltd** (including all RLK Ltd employees) and **Mid Anglia First Aid and Fire Services** (including all Mid Anglia First Aid and Fire Services employees) from any responsibility should anything happen to the drivers physical/mental health. By signing the indemnity form the driver is signing to state "I understand that I am responsible for the safety of my helmet and will use a suitable crash helmet designed for use on a karting track. I understand that a type-E helmet should **NOT** be used for karting and instead a full-face helmet should be used". Drivers are advised that if they do not adhere to the crash helmet recommendations that they will not hold the **Club 2000** (including all club officials), **RLK Ltd** (including all RLK Ltd employees) or **Mid Anglia First Aid and Fire Services** from any responsibility should anything happen to the driver's physical/mental health".

HR.33a Any driver found or suspected of taking alcohol or any other drug or prohibited substance will be immediately barred from any further part in the meeting and **no refund will be given.**

HR.34 The Chief Timekeeper or Lap Scorer will be a judge of fact in respect of laps completed and finishing order. The Chief Timekeeper or Lap Scorer must forward the race finishing order to the results team and the Clerk of the Course.

HR.35 Class age restrictions:

- Cadet category age range 8–13-year-olds. A competitor may continue in the category until 31st December in the year of their 13th birthday. Having moved into the Junior category a competitor may **not** revert to Cadet
- Junior category age range 11 to 16-year-olds. Any competitor may enter the Junior TKM class from their 11th birthday, subject to class regulations and continue until 31st December in the year of their 16th birthday. **Once a Junior driver transfers to a Senior category, they may not revert back to a Junior class.** A minimum driver weight is required in the Junior category.
- Senior category, a novice competitor may transfer to the Senior category from the year of their 16th birthday. A minimum driver weight is required for any driver below the age of 16 competing in a Senior category. The weight is defined in individual class regulations or at discretion of Clerk of the Course.

HR36 The Junior Prokart class requires a minimum of 4 drivers to compete on the race day and RLK reserves the right to refuse a race entry on the day if this number is not reached, however it will be at the discretion of the management as to whether the race entry is permitted to be carried over. A full refund will be made in the first instance. **This class is never mixed with any other class. (Tyres) – draw to take place on the day ref, Komet See RLK for details.**

HR37 The Senior TKM requires a minimum of 4 drivers to compete on the race day and RLK reserves the right to refuse a race entry on the day if this amount is not reached, however it will be at the discretion of the management to whether the race entry is permitted to be carried over. A full refund will be made in the first instance. **This class is never mixed with any other class, subject to the RLK discretion.**

HR38 Total class grid individual or mixed to never exceed 24. GRIDS Junior & Seniors classes are never mixed. If, **no** more than 5 drivers have entered then it will be at the discretion of the Clerk of the Course whether drivers from certain classes are mixed in with another low entered class as follows:

Junior ROTAX & Jnr TKM & X30 Snr ROTAX & Snr ROTAX 177 & Snr X30

HR40 Guest classes are welcome with prior arrangement with RLK however, a minimum number may be required to compete.

HR41 COVID-19 RULES & PROCEDURES IN PLACE: [Red Lodge Karting - covid19](#)

RLK management has undertaken considerable planning to ensure a safe re-opening for all customers & staff. We will continue to follow Government guidelines which may mean that we have to amend our arrangements.