

YOUNG STARZ ENDURANCE RACE CHAMPIONSHIP REGULATIONS



2026

Version 1.0

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Table of Contents

1: Classes	- 5 -
1.1 A – DIVISION Senior	- 5 -
1.2 B – DIVISION Senior	- 5 -
1.3 C – DIVISION Senior	- 6 -
1.4 CADET Division	- 6 -
2: Entries	- 6 -
2.1 Booking In	- 6 -
2.2 Arrival without booking.....	- 7 -
2.3 Payment.....	- 7 -
3: Race Basics.....	- 7 -
3.1 Driver Briefing	- 7 -
3.2 Cameras	- 7 -
4: Team Selection	- 7 -
4.1 Senior Championship Team Selection	- 8 -
4.2 Cadet Championship Team Selection	- 8 -
5: Senior Race Team Weight Levelling	- 8 -
5.1 Target Team Weights.....	- 9 -
5.2 Weight Levy Calculation	- 9 -
6: Championship Points	- 9 -
6.1 Race scoring system	- 9 -
6.2 Final point score calculation	- 10 -
6.3 Decision making when final point scores are tied	- 10 -
7: Rules for Driver and Kart Changes	- 10 -
7.1 Driver Changes	- 10 -
7.2 Kart Changes	- 11 -
7.3 Pit Lane Behaviour.....	- 11 -
7.4 Refuelling for Cadet karts	- 11 -
8: Race infringements and linked Penalties	- 12 -
8.1 Gaining an unfair advantage	- 12 -
8.2 Driving in a manner incompatible with general safety	- 12 -
8.3 Ignore mechanical flag twice	- 12 -
8.4 Ignore black flag more than twice.....	- 12 -
8.5 Abusive language/behaviour or assault	- 12 -
8.6 Failure to obey the instructions of an official	- 12 -

8.7	Crossing the white line on exit from the pits.....	12 -
8.8	Speeding in the pit lane	13 -
8.9	Two drivers in the pit area from the same team	13 -
8.10	Team fails to submit all race tokens.....	13 -
8.11	Pit Lane Coaching and behaviour	13 -
8.12	Invalid change request for slow kart	13 -
8.13	Drivers / Teams contact / Track limits warnings.....	13 -
8.14	Team underweight during or after the race	13 -
8.15	Failure to slow down under yellow flag or black and yellow (Battenburg) flag	14 -
8.16	Driver overtaking under the yellow flag.....	14 -
8.17	Overtaking after the chequered flag	14 -
8.18	Weaving	14 -
8.19	Driver behaviour in the kart while on the track.....	14 -
9:	Definitions.....	14 -
9.1	Track limits	14 -
9.2	Contact.....	14 -
9.3	Yellow flag area	15 -
9.4	Weaving	15 -
9.5	Pit Lane	15 -
10:	Flags.....	16 -
10.1	Yellow	16 -
10.2	Blue.....	17 -
10.3	Green	18 -
10.4	Green and yellow chevron	19 -
10.5	Yellow and red stripe.....	20 -
10.6	Yellow and black quartered (Battenburg)	21 -
10.7	Black and white diagonal.....	22 -
10.8	Black and orange circle	23 -
10.9	Black	24 -
10.10	Red Flag	25 -
10.12	Chequered.....	26 -
11:	Appendix 1 -Track Limits examples	27 -
12:	Regulation Changes.....	29 -

1: Classes

A - Division: Senior GX270 Corporate karts 15 Drivers

B - Division: Senior GX270 Corporate karts 16-30 Drivers

C - Division Senior GX270 Corporate karts 30+ Drivers

CADET Division: Junior GX160 Young Starz Karts

Senior division drivers can compete up to the 31st December of the calendar year in which their 18th Birthday falls.

The sections below identify how drivers are allocated to these divisions. A - and B - Divisions will be decided at the start of the season.

NOTE: Any driver that doesn't show up for the first race of the season will lose their division standings.

NOTE: Young Starz Directors have the right to move drivers between divisions, overriding these criteria, where they deem it to be in the interest of the sport. Where this is applied, their decisions will be based on driver ability, background knowledge and consultation with the Young Starz Trainers.

1.1 A – DIVISION Senior

Drivers in the A – Division will be:

- The top 10 returning A – Division drivers from the previous championship
- The top 3 returning B – Division drivers from the previous championship
- The top 2 drivers from a three-lap shoot-out, held at the start of the season, between the 11th and 12th returning drivers from A – Division and 4th and 5th returning drivers from B – Division in the previous championship.

1.2 B – DIVISION Senior

Drivers in the B – Division will be:

- The bottom 3 returning A – Division drivers from the previous championship
- Any driver that finished in the top 15 places in the previous championship
- Returning B – Division drivers not promoted to A - Division or demoted to C – Division
- The top 3 returning C – Division drivers from the previous championship

1.3 C – DIVISION Senior

Drivers in the C – Division will be:

- Subject to B – Division numbers, the bottom 3 returning B – Division drivers from the previous championship
- Returning C – Division drivers from the previous championship not promoted to B – Division
- Any drivers who have newly gained their **grade 1** status from Young Starz Training

1.4 CADET Division

Drivers in CADET Division will be:

- Any driver that has just been signed of as a **grade 1** driver from Young Starz Training

and

- is a minimum height of 119cm

and

- is 13 yrs old or under.

NOTE: Any driver over the age of 13 will need to move up to the C - Division Seniors.

2: Entries

NOTE. These details apply to drivers in all divisions.

NOTE: Young Starz has the right to refuse an entry at any time. Abuse towards Young Starz officials will not be tolerated and will result in the driver being asked to leave without any refund.

2.1 Booking In

All Drivers must book in for the forthcoming race meeting via email: starzkarting@aol.com before 7:00pm on the Thursday of the week leading up to the Sunday race meeting. Any entry received after that time may be refused as a late entry.

Confirmation of entry will be via return email from **Young Starz**.

2.2 Arrival without booking

Any driver that turns up on the day without email confirmation of their booking may be refused entry; the decision of **Young Starz** officials is final.

2.3 Payment

All payments will be taken on the day at the time of arrival.

Young Starz will accept CASH / CARD. It is not possible to pay in advance or via Red Lodge Karting as we are totally independent of Red Lodge Karting.

3: Race Basics

3.1 Driver Briefing

All drivers MUST attend the drivers' briefing.

The maximum number of teams is 15 for each Senior race and 6 for Cadet races, so the number of drivers per team for each race and race length will be determined by the number of drivers booking in for the meeting.

Each team will be given their team number and their driver change tokens at the drivers' briefing.

The race time and number of tokens allocated will be as follows:

- Two drivers in a team = 1 hour race duration and 3 tokens
- Three drivers in a team = 1.5 hour race duration and 4 tokens

3.2 Cameras

Cameras may be securely mounted via a shoulder strap only.

NOTE: Helmet mounted cameras and chest mounted cameras are not permitted.

4: Team Selection

NOTE: Young Starz Directors have the right to amend or change teams, overriding the selection system, where they deem it to be in the interest of the sport, in the interest of fair racing or when the entry level is such that it is impossible to randomly select even team numbers. Where this is applied,

their decisions will be based on driver ability, background knowledge and consultation with the Young Starz Trainers.

4.1 Senior Championship Team Selection

Optimally, every team would include one member from each division, but this is subject to the drivers booking in for each race.

The following system is used for Senior team selection:

- 3 cards will be produced with the team number for each team competing
- Each **A – Division** driver will be placed in a separate team and the corresponding cards removed.
- The remaining cards with team numbers are placed in a bag.
- **B -** and **C – Division** drivers will pick numbers from the bag on arrival.

The profile of driver entries on the day will determine final team make up, meaning that any one team may be **ACC** or **ABB** or **BCC** or even **CCC**.

4.2 Cadet Championship Team Selection

The system for Cadet Team selection is:

- 3 cards will be produced with the team number for each team competing
- Each team will be allocated one of the participating Cadet drivers currently highest ranked in the championship, e.g., if 4 teams, drivers currently placed 1-4 are each allocated to a team, and the corresponding cards removed.
- The remaining cards with team numbers are placed in a bag.
- On arrival the remaining **CADET Division** drivers will pick numbers from the bag to achieve their team selection.

5: Senior Race Team Weight Levelling

Driver weights are used for performance levelling, to balance out differences in team performance attributable to weight differences. This is achieved by comparing the actual team weight to a target team weight and using this to calculate a time levy to be applied at the end of the race and before the final result is declared.

Every driver is weighed before the race with essential equipment, which includes Helmet, Race suit, Gloves, Boots, Rib protector, Neck brace and Seat insert, if used to race with.

Weight checks **may** be carried out after the race. Any team found to be **below** the weight recorded before the start of the race will receive a penalty as specified in section **8.14**.

5.1 Target Team Weights

- 2 drivers = **125.5kg**
- 3 drivers = **187.5kg**

5.2 Weight Levy Calculation

The weight levy calculation is as follows;

(target team weight – actual team weight) x 0.75

Example:

Target weight is 187.5kg

Actual weight is 167.5kg

Difference is $187.5 - 167.5 = 20$. $20 \times 0.75 = 15$

Weight Penalty applied: 15 seconds

Any weight penalty will be applied at the end of the race.

6: Championship Points

6.1 Race scoring system

Points will be awarded based on the team's finishing positions in the race as follows:

Team Position	Driver Points
1	36
2	34
3	33
4	32
5	31
6	30
7	29
8	28

Team Position	Driver Points
9	27
10	26
11	25
12	24
13	23
14	22
15	21

Each driver in the team will receive the position points for their personal championship score.

6.2 Final point score calculation

At the end of the championship, the lowest three championship rounds will be dropped for each driver. **One of the dropped rounds has to be scoring. Drivers CANNOT drop a round in which they were disqualified.**

Rounds will only count from when the driver was signed off their grade 1.

6.3 Decision making when final point scores are tied

If drivers are tied on championship points after their dropped scores the decision will be based on the results of the first round that both drivers competed in, in the current championship.

In the event that this does not resolve the tie, the decision will be based on the result of the final race that they both competed in.

7: Rules for Driver and Kart Changes

7.1 Driver Changes

- Prior to entering the pit lane, the driver must move over to the right of the track after exiting the corner at Oak Tree and raise one hand in the air (this indicates your intention to enter the pit lane to other drivers).
- The driver should drive down the pit lane at walking pace and **MUST** stop when they reach the red line until a pit lane marshal indicates that they can come forward for the driver change. This whole process **MUST** take a **minimum** of 40 seconds. Any driver taking less than 40 seconds will receive a penalty as per **8.8**.
- The outgoing driver **MUST** hand in a token to a pit lane marshal **before** getting in to the kart. Any team failing to hand in all of their tokens will be disqualified from the race see **8.10**.
- Changing drivers is a potentially dangerous procedure. The incoming driver **MUST** exit the kart and walk around the back of the kart. They **MUST NEVER** walk around the front of the kart.
- The outgoing driver **MUST NOT** move from the gate until they have made physical contact (fist bump) with the incoming driver. Two drivers in the same team **MUST NOT** be in the pit area at the same time, if they are then a penalty will be applied as per **8.9**.
- When exiting the pit lane, the outgoing driver **MUST NOT** cross the white line at the pit lane exit. Should they cross the white line a penalty will be applied as per **8.7**.

7.2 Kart Changes

- Each driver will be allowed three kart changes within one championship.
- All kart changes will be recorded. If the driver requesting the kart change has already used their allowance for the championship the request will not be allowed.
- The driver requesting the kart change will be deducted two championship points at the end of the race day (this will not affect the team's position in the race).
- Karts cannot be changed during qualifying. Should a driver change kart after qualifying but before the start of the race they will start the race from the back of the grid. The rest of the grid will be moved up to close the space left by the driver changing their kart. No penalty points will be applied.
- In the event that a kart is more than 1.5 seconds off the pace of the rest of the karts **Young Starz** will allow a kart change; in this instance the change penalty will only be applied if the mechanic finds no fault with the kart after inspection. Should a change penalty need to be applied a team member will need to be named to receive the penalty, if there are no changes available for the team then a one lap penalty will be applied at the end of the race see [8.12](#).
- In the event that a kart breaks down on track, **Young Starz** will change the kart (no penalty applied to team or driver), we will not add any laps back on. Mechanical failures can and do happen in all forms of motorsport.

7.3 Pit Lane Behaviour

- When the incoming driver, having stopped at the red line, is requested to move forward by a pit lane marshal they can move forward at walking pace, harsh acceleration may result in a 20 second penalty.
- There MUST be NO coaching of the driver in the pit lane by anyone. Any coaching of drivers in the pit lane will result in a penalty as per [8.11](#).
- Drivers must NOT stop in the pit lane, make contact with the kart in front or unduly hold up the kart behind them. This is considered erratic behaviour and will result in a penalty as per [8.11](#).

7.4 Refuelling for Cadet karts

- During a 1.5 hour race the cadet karts will need additional fuel, this will be carried out as part of a driver change. Fuelling will take place in the yellow marked area of the dummy grid; cones will be placed blocking the pit lane and the gate to the dummy grid will be opened.

- Senior drivers **MUST** keep to the left of the dummy grid and simply pass through.
- Cadet drivers **MUST** move to the right of the dummy grid and stop where indicated by the fuelling marshal. Once stopped the cadet **MUST** step out of the kart until the marshal invites them to get back in the kart.

8: Race infringements and linked Penalties

8.1 Gaining an unfair advantage

10 seconds added to team time at the end of the race.

8.2 Driving in a manner incompatible with general safety

Black flag. **Driver** has 3 championship points deducted.

8.3 Ignore mechanical flag twice

Black flag. No laps or time will be given back and the driver in question will lose 10 championship points.

8.4 Ignore black flag more than twice

Driver disqualified from race and loses all points from the race.

8.5 Abusive language/behaviour or assault

Driver disqualified from the race and the championship.

8.6 Failure to obey the instructions of an official

Driver disqualified from race meeting.

8.7 Crossing the white line on exit from the pits

Kart number in question will be displayed as "Under investigation". Once all relevant information has been reviewed a decision will be made. If it is decided that the white line was crossed then a black flag will be issued.

8.8 Speeding in the pit lane

Driver held by pit lane marshal until 40 seconds is reached and then held for a 20 second penalty.

8.9 Two drivers in the pit area from the same team

The outgoing driver will be held for a 20 second penalty.

8.10 Team fails to submit all race tokens

Team disqualified from race.

8.11 Pit Lane Coaching and behaviour

20 second penalty will be applied by holding the outgoing driver once they are seated in the kart.

8.12 Invalid change request for slow kart

Where a team requests a slow kart change and the mechanic finds no fault with the kart after inspection a driver must be nominated for this to be deemed as one of their 3 championship kart changes. If there are no changes available for the team then a one lap penalty will be applied at the end of the race.

8.13 Drivers / Teams contact / Track limits warnings

Drivers / Team will be shown a Contact / Track limits warning on the Screen – If the TEAM receive 3 warnings a 20 second penalty will be applied to the team time at the end of the race.

Any **driver** that receives 3 Contact/Track limits warnings will have 3 championship points deducted.

8.14 Team underweight during or after the race

20 seconds added to team time at the end of the race.

8.15 Failure to slow down under yellow flag or black and yellow (Battenburg) flag

Any Team failing to slow down under a yellow flag situation will be given a warning, if the same team receives 2 or more warnings a **30 second penalty will be applied to their time at the end of the race.**

8.16 Driver overtaking under the yellow flag

20 seconds penalty applied to team time at the end of the race.

8.17 Overtaking after the chequered flag

Any driver/team overtaking after the chequered flag will receive a 1 place penalty in the final race results of the day.

8.18 Weaving

10 seconds added to the team time at the end of the race.

8.19 Driver behaviour in the kart while on the track

Any driver exiting the kart while on the track or attempting to move the kart by use of hands or feet on the kart wheels will be disqualified from the race meeting.

NOTE: Official decisions are based on information from Marshals and other officials – their decisions are final.

9: Definitions

9.1 Track limits

The continuous white lines around the edge of the tarmac denote the limits of the track. Placing four wheels over the white line will result in a penalty as per **8.13**. Hitting the tyre wall at The Warren or Paddock will be a track limits offence. Visual examples of track limits can be found in Appendix 1.

9.2 Contact

Making avoidable contact with another kart. Contact warning and potentially a penalty will be applied as per **8.13**.

9.3 Yellow flag area

The yellow flag area is active from the first yellow flag/light up to the green flag/light. In this area you **MUST** keep your speed down as per the yellow flag rules and **NOT** overtake. Failure to follow this restriction will incur the appropriate penalty, see **8.15** or **8.16**.

9.4 Weaving

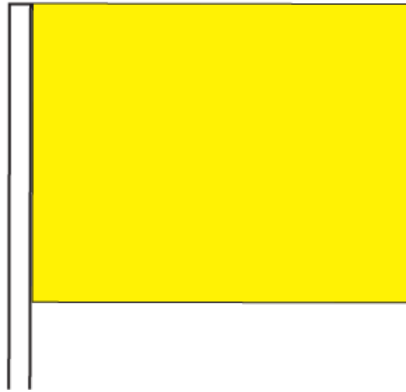
This is the action of rapidly turning the wheel from left to right in an attempt to warm up the tyres. This is a dangerous action and does not work. Anyone seen to be weaving will receive the penalty detailed in **8.18**.

9.5 Pit Lane

For pit lane timing purposes the timing starts at the two cones at the pit lane entrance. The timing stops when the kart reaches the marshal controlling driver changes. Please see 7.1.

10: Flags

10.1 Yellow



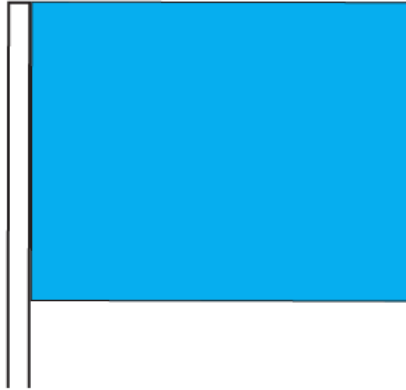
Meaning: Danger Ahead

Action: Slow down by 5% or more of your race speed. No overtaking.

Drivers MUST lift off and be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary.

Racing can only resume once drivers have passed the green flag/Light.

10.2 Blue



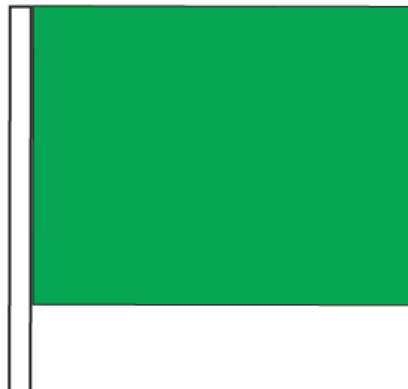
Meaning when Stationary: A driver is approaching to lap you.

Action: Be aware

Meaning when Waved: A driver is about to lap you.

Action: Allow them (and following drivers if applicable) through.

10.3 Green

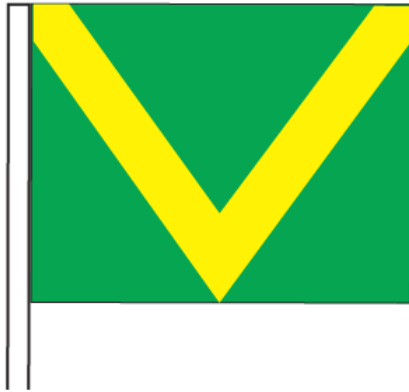


Meaning: All clear, at the end of a danger area controlled by yellow flags

Action: Carry on racing

Other use: Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.

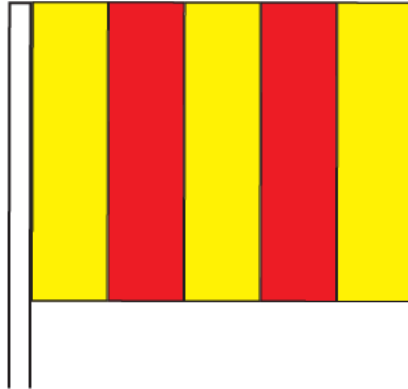
10.4 Green and yellow chevron



Meaning: False start.

Action: Slow down and reform the grid. Continue on another rolling lap, stay in formation at the speed set by the pole sitter at the front.

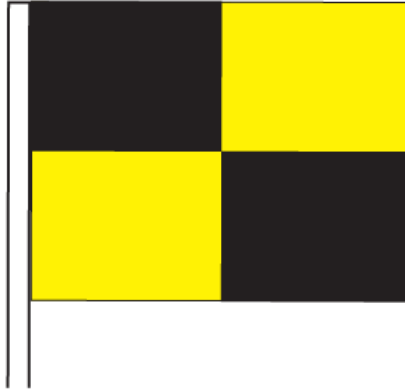
10.5 Yellow and red stripe



Meaning: Change of track conditions. Mostly slippery surface ahead.

Action: Drive according to the conditions.

10.6 Yellow and black quartered (Battenburg)



Meaning: Hazard on track.

Action: Immediately slow down and form up behind the leader, no overtaking. Continue at a reduced pace, with no overtaking until a green flag is shown at the start finish line. The race leading kart must slow down to a steady pace (as on a rolling start lap). On the restart karts cannot overtake until they cross the start finish line.

10.7 Black and white diagonal



Meaning:

Warning to the driver identified by number that their behaviour is suspect and that they may be black-flagged on further reports.

Action:

Modify your behaviour. Acknowledge you have seen the warning by briefly raising one hand.

10.8 Black and orange circle



Meaning: Mechanical flag warning of problem with kart that might not be obvious to the driver.

Action: The driver whose number is shown with this flag must return to the pits this lap.

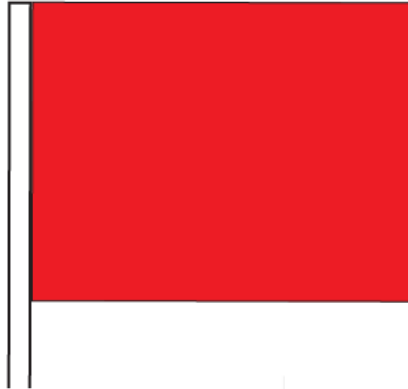
10.9 Black



Meaning: The driver whose number is shown with this flag has badly misbehaved.

Action: The driver must return to pit within one lap of receiving the signal and report to the clerk of the course if called. A penalty of exclusion may be enforced.

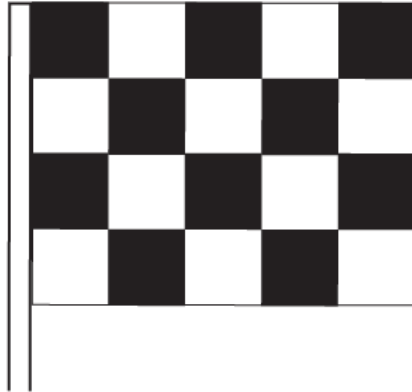
10.10 Red Flag



Meaning: Race has been stopped.

Action: Immediately cease driving at racing speed. Pull over and come to a **STOP** obeying marshal instructions.

10.12 Chequered



Meaning: End of race or practice session.

Action: Proceed back to the pits at a slow and steady pace NO overtaking.

11: Appendix 1 -Track Limits examples

	
<p>Inside Limits some tyres inside white line</p>	<p>Outside Limits not allowed on grass</p>
	
<p>Inside Limits some tyres on white line</p>	<p>Outside Limits all tyres outside white line</p>



Inside Limits
some tyres inside white line



Outside Limits
all tyres beyond white line



Inside Limits
some tyres inside white line



Inside Limits
some tyres on white line

12: Regulation Changes

Date	Page	Change