# House Rules and Regulations: 2026

*Quote: "Unless it states that you can do it… then you cannot! "*

**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** 2026 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 Championship 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) Exclusion rounds cannot be used as a dropped 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**: £65 (**Late entries**: £69) **Non-Member's entry fee**: £72 (Late fee: £76)
**Transponder hire** is available where required: £30.00 per day subject to availability.

**Annual Club membership** fee: £64.00.
***Annual race entry package offer £ 844.00*** *includes All race entries, membership & 2 test days: £844 (T`s & C`s apply)*

**Test day fees**: Members: £63.50 Non-Members: £72.50 (per kart/ day - max 1 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. . 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.**
  Club 2000 reserves the right to charge administration fees in certain circumstances

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

- **07.15**: Signing on (closes at **08.30**)
- **08:00 – 08:50**: Scrutineering (prompt closure).
- Any driver who has not signed on or completed Scrutineering by **08:55** may be excluded from the meeting at the discretion of the organisers.
- **9:00am** 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 2026.

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 **2025** NCR RULES 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 **2025 NCR RULES** (www.motorsportuk.org/resource-centre)

**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 maybe weighed and weights will be as per the scales on the day. Any driver running underweight will be excluded from heat/final. 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 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. 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 or the grid positions

**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 are allowed inside the RLK workshop.
- **No smoking** in dummy grid or Parc Ferme (CLOSED & SECURE) areas within boundary fencing.
- **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**

**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. The Starts will NOT be held up if a driver spins on the roll up lap NO excessive tyre warming

**HR.16** The Acceleration Line is marked by two cones, one on each side of the track, before the start/finish line. When the Starter is satisfied that the Karts are approaching the Acceleration Line in the correct position and at an acceptable speed, the Starting Signal will be given by extinguishing the red light and the green lights coming on (or by raising the National Flag if a light failure occurs). If another lap is required, the red lights will stay on and the false start flag will be shown on the start line and at the first corner.

Once the Race start has been given, Drivers can accelerate but NOT break formation before the Start/Finish Line. Should any drivers break formation before the Start/Finish line a false start penalty will be applied.

**Standing Start:** A false start occurs when a Driver, under the starter's orders, gains an unfair advantage by either being in an incorrect position on the grid or moving forward from the Driver's prescribed position.

**Rolling Start:** Breaking formation: A Driver, under Starters' orders, who fails to maintain their corridor (marked by the white line in the centre of the track between the Acceleration Line and the Start/Finish Line), who accelerates early or unevenly will be penalised.

A 5-second penalty or a 3-place penalty will be given.

RLK Timekeeper is a judge of fact, and RLK Race Directors' decision is final

**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 at the RLK race directors' discretion.
- 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 or time 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 **"Mandatory Flag".** When shown to a driver, they must 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 (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) or a **SLOW DOWN board** will be shown **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, ie pit one within the track boundary.
**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 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 will be in front of the garages. The Kart must be positioned on the floor with the Kart rear facing the garage. 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 5 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 is 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 £140 (**non–returnable)** for adjudication to be carried. No appeals / protests 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)

**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 in the carpark at the main entrance. 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** will be a judge of fact in respect of laps completed, finishing order and starts. The Chief Timekeeper 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 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.

**All above rules are subject to RLK management/ RLK Race Directors decision. Which will include special dispensation Round weight and safety**

**HR36** **All Classes 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 not mixed with the exception of CLUBPRO & CLUB270. 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**

**HR39 Guest classes are welcome** with prior arrangement with RLK however, a minimum number may be required to compete.

**HR40 During timed qualifying any driver who comes in before the session ends will not be allowed to re-join.**

HR41 A team shall at all time uphold and respect the provision of the respect code, the general regulations and these RLK Club 2000 championship regulations as may be amended from time to time and shall:

HR41a Act in a professional manner at all times and not act or permit any member of the team to act in such a way to bring the sport, championship or Club 2000 or RLK or any of it official distribute.

HR41 b Hold at least 5 million public liability insurance which would include any driver training/ coaching and any activities within your team awning. (copy to be held on file). Only applicable for teams that are training.

HR41c Adhere to the general regulations in respect of anti-alcohol and illicit drugs.

HR41d Adhere to RLK safeguarding polices and one member to be DBS certificated

**HR42. Club 2000 from 2025 are now members of The RESPECT IN Racing Policy.**

**Any driver receiving points or punishment these will be reported to other clubs that also run under the policy. Any penalties will be shared amongst the Clubs could result in a refusal of Entry for CLUB 2000**

**Respect in Racing (RIR) combines karting championships across the UK in a common policy to ensure that everyone attending events will understand how to conduct themselves properly in a Karting paddock.**