

**RETRO**RACER LTD

***HISTORIC KART SERIES***

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# *Sporting Regulations*

## *2021*

**[www.retroracer-hks.co.uk](http://www.retroracer-hks.co.uk)**

## 1.1. Title & Jurisdiction:

RetroRacer Historic Kart Series is organised and administered by RetroRacer Limited. According to these Sporting & Technical Regulations.

## 1.2. Officials:

- Directors:  
Darryl Mander 07970 746033  
Stacey Mander 07792 529101
- Secretary: Stacey Mander
- Grid Marshal: Kim Mellin
- Clerk of The Course:  
Roger Oakley & Sue Bury

### 1.2.1. Class Drivers Representatives & Class Scrutineers:

**1.2.1.1** Each class has a "Drivers Representative" whose responsibility is to represent drivers concerns and wishes to the officials of RetroRacer. The Drivers Representative will also assist in feeding back information to the class drivers from RetroRacer and should also encourage efforts to promote the growth and development of the class.

**1.2.1.2** Each class has a "Class Scrutineer" who is responsible for ensuring that all karts in class are Safety Scrutineered prior to racing and are also responsible for ensuring that karts meet class supplementary regulations (See Section 4.0.). The specified class scrutineer can nominate other individuals to perform checks on his behalf if he desires. i.e. They could allocate another person to conduct routine checks after each race, or a suitably competent person to complete safety scrutineering on their behalf. In the event that there is a dispute on any scrutineering issue, the class scrutineer makes the final judgement. In the event that the nominated class scrutineer cannot attend a meeting they may nominate another individual prior to the meeting to act in their capacity. Class Scrutineers will also be responsible for confirming that competitors safety clothing and equipment is suitable (see 19.4).

#### Class 1

Drivers Rep: Brian Catchpole - 07976 887082  
Scrutineer: Brian Catchpole - 07976 887082

#### Class 4

Drivers Rep: Richard Butler - 07708 136000  
Scrutineer: TBA

#### TKM RR

Drivers Rep: Andy Newton – 07976 756914  
Scrutineer: Gary Watts - 07794 358955

#### Formula A

Drivers Rep: Robert Walton – 07737 168035  
Scrutineer: Steven Cook-Martin – 07754 326341

## 1.2.2. Race Committee:

The Secretary shall be responsible for selecting a body of not less than three individuals to form a Race Committee at each meeting.

## 1.3. Competitor Eligibility:

**1.3.1** Drivers are strongly advised to submit details of any relevant medical condition and/or medication in written form. This information will be held in a sealed envelope and only opened/used in the event that the individual requires treatment by the track medical team.

**1.3.2.** Drivers for all senior classes must be 16 or older. Drivers in Junior classes must be between the ages of 11 to 16 years (i.e. they may race as a junior up to the day of their 16<sup>th</sup> Birthday but not beyond). All Junior drivers will require a signature from their Legal Parent or Guardian prior to being allowed on track.

**1.3.3.** Championship registration is not required to compete for the Nations Cup or the O' Plate as these are both stand alone events that do not count towards overall championship points.

**1.3.4.** Novices are to start all heats at the rear of the grid in the heats. Any driver may request to start at the rear or the grid for any of their races (please request this to a RetroRacer official as soon as possible). The term novice usually refers to anyone who has not raced with RetroRacer before. The Clerk of the Course will assess driving ability and driving standard until satisfied that a driver is fully competent prior to allowing Novice number plates to be removed and normal grid positions being allocated. This would usually be when 3 meetings have been successfully completed. However, when there is evidence that a driver has a sufficient level of experience racing his/her class of kart at a similar level of competition then they may be deemed competent drivers from the onset. Any driver wishing to race with RetroRacer is advised to contact the relevant Class Drivers Representative to discuss this prior to their first event.

**1.3.5.** Entries from professionally run teams are not allowed. All entrants must be run personally and the use of or entry from any professional karting teams will result in the exclusion from the series. The spirit of the series is to promote the driver entrant ethic and assistance from professional teams or establishment will not be allowed during race meetings.

**1.3.6.** Any form of team dream driving is forbidden.

**1.3.7.** Sponsorship is allowed.

## 1.4. Championship Registration

**1.4.1.** All competitors wishing to have points scored at championship rounds counted towards the overall annual championship must register and pay the relevant fee. Details are online at [www.retroracer-hks.co.uk](http://www.retroracer-hks.co.uk).

**1.4.2.** Competitors wishing to enter events without registration to the championship may enter by paying the non-championship entry fee. No championship points will be awarded to an unregistered competitor.

**1.4.3.** If a non-championship competitor subsequently registers for the championship the balance of Registration Fee less £20 for each event entered must be paid before Championship points are awarded. N.B. Championship points are NOT awarded retrospectively.

## 1.5. Championship Rounds

**1.5.1.** The Dates and Venues of all Championship rounds will be published on the RetroRacer Website at [www.retroracer-hks.co.uk](http://www.retroracer-hks.co.uk). RetroRacer reserve the right to amend the dates and venues at any time if required.

**1.5.** Whenever possible all racing occurs on the Sunday of the race weekend. Practice / Demo runs will generally be available on Saturdays.

**1.5.3.** Full details of all entry prices are available on the website at [www.retroracer-hks.co.uk](http://www.retroracer-hks.co.uk). This includes reduced entry fees for entering to drive in multiple classes at a race weekend.

**1.5.4.** All drivers must use the official online entry system provided (via [www.retroracer-hks.co.uk](http://www.retroracer-hks.co.uk)).

**1.5.5.** Entries must be submitted no later than 9 days prior to the event in order to guarantee to be included in grid position selection.

**1.5.6.** Late entries may be accepted but may not be given a grid position in the heats and may have to start from the rear of the grid.

### 1.5.7. Methods of payment

- Cheques made payable to Retro Racer Ltd
- Postal order made payable to Retro Racer.
- Direct credit transfer to:-  
Lloyds Bank  
Name of Account: Retro Racer Ltd  
Sort code 30-64-10  
Account No 24424868
- PayPal link via the website  
<https://www.retroracer-hks.co.uk> or  
[retroracerhks@yahoo.co.uk](mailto:retroracerhks@yahoo.co.uk)

## 1.6. Scoring:

**1.6.1.** All championship rounds count for championship points. Each class will be scored

individually on an identical system. An overall class champion trophy will be awarded in each class.

**1.6.2.** The overall championship winner of each class will hold the number one '1' plate for next racing season. The Global Cup and O Plate events result will not go towards championship points unless specifically specified.

**1.6.3.** Points will be awarded for each heat as follows:-

1st = 10 points

2nd = 9 points

3rd = 8 points

4th = 7 points

5th = 6 points

6th = 5 points through to 2 point, for 9<sup>th</sup> and all other finishers receive 1 point.

**1.6.4.** Points will be awarded for each final as follows:-

1st = 25 points

2nd = 20 points

3rd = 17 points

4th = 15 points

5th = 14 points

6th = 13 points through to 1 point. All finishers receive 1 point.

**1.6.5.** In case of a tie, at the end of the season, the driver with the most wins will be placed highest. If still tied the driver with the most seconds will win. This is to be carried on until one driver has been found to have done better than the other. If still tied, the result will go to the tied driver to be best placed in the first race of the season.

**1.6.6.** Drivers whose kart fails to comply with the regulations during a heat are considered a non-finisher for that heat. A kart that fails to comply with the regulations after the final is disqualified from the results of the final.

## 2.0. Officials

- Clerk of the Course
- Time Keepers
- Class Scrutineers
- Observers
- Marshals
- Race Committee
- Secretary of the Meeting

In carrying out their duties Officials must not expose themselves to any unnecessary hazard.

### Clerk of the Course

**2.1.** The Clerk of the Course has overall responsibility for the general conduct and control of an event in accordance with the Regulations.

**2.1.1.** The Clerk's duties commence at the opening date for receiving entries, and conclude once the

results have been finalised, any protest time has expired, all protests and appeals have been dealt with, and any post-event inspections of karts or components have been completed and reported on.

**2.1.2.** The Clerk of the Course must be present throughout practice and the Competition in order to carry out the specified duties.

### **Responsibilities**

**2.2.** The responsibilities of the Clerk of the Course will be to:

**2.2.1.** Ensure that all regulations are complied with and that all necessary equipment is available.

**2.2.2.** Keep order in association with the Officials appointed with special responsibility for public security.

**2.2.3.** Ensure that all Officials are provided with the information necessary to carry out their duties.

**2.2.4.** Ensure the appropriate Officials are at their posts and report accordingly to the Race Committee Members of the Meeting before any event commences.

**2.2.5.** Ensure that the conditions of any Track License have been fulfilled before the start of practice or competition, and before doing so (the Clerk (or Deputy) must inspect the course and its installations. Any proposals to vary the manning or equipment levels must receive specific approval from the Race Committee Members of the Meeting before the event can commence.

**2.2.6.** Make arrangements with the Secretary to satisfy themselves and the Race Committee Members that all Drivers have signed-on.

**2.2.7.** Arrange for all karts to be routed to the Scrutineering area or Parc Fermé (as appropriate).

**2.2.8.** Ensure that all accidents or incidents involving a competing kart are noted and appropriate action is taken.

**2.2.9.** Ensure that every kart carries the proper identification number markings.

**2.2.10.** Ensure that the correct Driver is in each kart and Marshal the karts as necessary.

**2.2.11.** Send the karts to the starting line in the right order, personally start all races or delegate this responsibility to a competent Official.

**2.2.12.** Advise the Secretary of the Meeting of any proposal to modify the programme.

**2.2.13.** Collect the reports of the Timekeepers, Class Scrutineers, Technical Commissioners, Pit Observers, Driving Standards Observers and Race

Committee Members, together with any other Official information effecting the results.

**2.2.14.** Prepare or arrange for the Secretary of the Meeting to prepare a programme of the information necessary to enable the Officials of the Meeting to complete any reports.

**2.2.15.** Relieve from duty any Official or Marshal who the Medical Officer considers as possibly unfit by reason of health, consumption of alcohol or drugs.

### **Powers**

**2.3.** The Clerk of the Course acts as the sport's first judicial body. The Clerk, or his Deputy except in very serious cases, has the power to impose penalties (excluding Suspension and Exclusion), and the following:

**2.3.1.** Disqualify from the results of practice or competition, or prohibit from competing, any Competitor or kart that has been reported unsafe or ineligible.

**2.3.2.** Penalise any Driver reported for not complying with flag signals.

**2.3.3.** Penalise any Competitor reported for being in contravention of the Sporting Regulations or SRs.

**2.3.4.** Disqualifications can be enforced either by displaying a Black Flag during a race, or after interview at the end of the competition.

**2.3.5.** Penalise a Competitor found guilty of breaching 10.3.5. This does not preclude the Competitor also being reported to the Race Committee Members at the Meeting for further penalties under 14.6.0.

**2.3.6.** Penalise any Competitor found guilty of abusive language or behaviour or physical assault or threat of physical assault. This does not preclude the Competitor also being reported to the Race Committee Members at the Meeting for further penalties under 14.6.0.

**2.3.7.** A time, position or lap penalty may be imposed upon any Competitor in a race meeting who he considers has gained an unfair advantage (whether inadvertently or not). This does not preclude the Competitor also being reported to the Race Committee Members at the Meeting for further penalties under 14.6.0.

**2.3.8.** All driving penalties applied must be recorded on the Driver's Competition Log Book

**2.3.9.** All disqualifications or penalties must be reported by the Clerk of the Course personally to the Race Committee Members of the Meeting.

## **Chief Time Keeper**

**3.1.** The Chief Timekeeper is responsible for the appointment, and conditions of appointment, of staff. The Chief Timekeeper may employ other suitably experienced assistants.

## **Starters**

**3.2.** The Clerk of the Course must appoint a Starter whose duty it shall be to notify the Timekeeper when the course is ready for the next Competition. The Clerk of Course may act as starter.

## **4.0 Class Scrutineers**

**4.1.1** Class Scrutineers are responsible for checking all karts and equipment for general safety and for ensuring that karts adhere to class regulations.

**4.1.2.** Class Scrutineers must report to the Clerk at the start of a meeting. Class Scrutineers may delegate tasks to other competent persons.

**4.2.** Class Scrutineers (or their delegate) will signify acceptance of a kart by stamping/signing log books and/or by signing a scrutineering card.

**4.2.1.** Log Books and/or scrutineering cards must be presented at every event.

**4.2.2.** When a Class Scrutineer rejects a kart, details must be put in writing with a copy, timed and signed by the Competitor, retained by the Class Scrutineer.

**4.2.3.** The decision of a Class Scrutineer may be overruled by the Race Committee Members of the Meeting.

### **4.3. In particular, Class Scrutineers shall:**

**4.3.1.** Make additional inspections at the request of the race committee or the Clerk of the Course.

**4.3.2.** Communicate official information only to the Clerk of the Course, or the Race Committee.

**4.3.3.** The Class Scrutineers shall remain on duty throughout an event.

**4.3.7.** If required to undertake measurements that require stripping of a kart, or engine they must request the competitor to dismantle the appropriate parts prior to the class scrutineer making measurements.

## **Judges of Fact**

**5.1.** The Race Committee may be appointed to adjudicate on any factual occurrence or question of eligibility at an event.

**5.1.1.** No protest or appeal can be made against a Committee Member in relation to any statement of fact, which must be accepted as a fact unless later corrected by him (with the approval of the Committee Members)

**5.1.2.** A Judge's decision must not constitute a statement of results, and Judges are not empowered to impose penalties, as they will not necessarily have taken into account any prevailing conditions.

**5.1.3.** Judges must report to the Clerk of the Course for any necessary action to be taken.

**5.2.1.** The Class Scrutineer of an event is considered a Judge in respect of Kart Eligibility.

**5.2.2.** Officials in charge of Sound Meters are considered Judges in respect of Sound.

**5.3.** The use of cameras or similar equipment to facilitate a Committee Members decision is allowed.

**5.3.1.** In certain cases the Committee members can delay a decision until the evidence is obtained.

## **Observers**

**6.3.** The Clerk of the Course is automatically considered a Driving Standards Observer.

**6.3.1.** The Clerk may request and/or approve additional Driving Standards Observers to monitor driving standards who will report observations back to him.

**6.3.2.** All Driving Standards Observers should provide reports of any adverse driving standards to the Clerk of the Course as soon as possible.

## **Marshals**

**7.1.** An adequate number of competent Marshals must be on duty throughout any event, allocated to locations and duties appropriate to their individual experience and training.

**7.1.1.** Marshals appointed to control spectator or Competitors should be on duty at least half-an-hour in advance of the expected time of arrival.

## **Race Committee**

**8.1.** The Race Committee act as the second judicial body at any event and are responsible for hearing and adjudicating upon any appeal against a decision made by the Clerk of the Course or other Official.

**8.1.1.** Race Committee Members are also responsible for the forwarding of any fines or



protest fees collected to and for the attention of the RetroRacer Director.

**8.1.2.** Race Committee members should be thoroughly experienced in kart racing.

**8.1.3.** The Race Committee members must have no executive duties in connection with the organisation of a meeting and are responsible only to themselves.

**8.1.4.** At all times the Race Committee Members of the meeting should act through the Clerk of the Course.

**8.2.** There must be at least three (and no less) acting Committee members at every meeting, one of whom should be elected as chairperson.

**8.2.1.** If three standing Race Committee members are not available, suitable people must be co-opted by the existing Race Committee members to act in this role and they must report to the clerk at the start of the event.

**8.3.** Copies of all regulations, notices, etc. must be provided by RetroRacer for the use of the Race Committee as far as possible in advance of the event.

**8.3.1.** Organisers should make available a private space for the Race Committee as and when required.

**8.3.2.** Committee Members must initiate investigations into any incident or breach of Regulations they observe or is reported to them.

**8.3.3.** Committee Members can act from the moment that documentation or Scrutineering commences until the deadline for any appeals has expired.

**8.3.4.** Committee Members may adjourn the hearing of any appeals if required.

**8.4.** Committee Members have authority to enforce compliance with the Regulations and to adjudicate on any Appeal arising during the meeting. In particular they can:

**8.4.1.** Committee Members have authority to modify any Supplementary Regulations in exceptional circumstances.

**8.4.2.** Deal with any matter referred to them by the Clerk of the Course under the powers of **8.1** where the offence is considered sufficiently serious impose further penalties.

**8.4.3.** Inflict a Reprimand, Fine, Time or Position penalty, Disqualification or Suspension. Any such penalty and the points accruing must be recorded on the Competitor's Log Book

**8.4.4.** Decide that a penalty or other decision appealed against can be waived, varied or a fresh penalty imposed.

**8.4.5.** Amend the results of a competition **14.6**

**8.4.6.** Order the removal from the course and its precincts, or inflict a penalty, upon any Competitor or Driver who refuses to obey the order of a responsible Official.

**8.4.7.** Approve any request from the Clerk of the Course to modify the position of the starting or finishing line, or the course, to ensure the reasonable safety of Drivers or spectators, or to alter the programme if circumstances so require.

**8.5.** The Committee Members of a Meeting have another major function, to prevent unnecessary danger.

**8.5.1.** In this respect Committee Members should always try and act as a body unless there are overriding considerations of urgency.

**8.5.2.** Any Committee Member who is forced to take individual action should inform his fellow S Committee Member and the Clerk of the Course as soon as possible.

**8.5.3.** No Committee Member should commit any act or give any order except as required to execute his role.

**8.6.** Committee Members may only adjudicate on any disputes, irregularities or appeals arising from the approved regulations.

**8.6.1.** Committee Members are also empowered to consider any request to penalise any Competitor for any breach of regulations after holding a formal hearing to impose a penalty in accordance with **14.6**

### **Secretary of the Meeting**

**9.1.** The Secretary of the Meeting is responsible for the organisation of the Meeting in terms of all material and notices required.

**9.1.1.** This includes all paperwork prior to the event, acceptance of entries, allocation of numbers, Competitors' 'signing-on' sheets, Medical Declaration forms and Log Book examinations. The Secretary must be present throughout practice and the competition itself to assist in the correct running of the meeting.

**9.1.2.** Post on the Official notice board all required bulletins, Permits, authorisations, times and results.

**9.1.3.** Be responsible for receiving any Protests or Appeals from Competitors, noting time of receipt, and as quickly as possible pass Protests to the Clerk of the Course and Appeals to the Committee Members of the Meeting.

**9.1.4.** Protests or Appeals may also be received by the Clerk of the Course who shall also record time of receipt.

**9.1.5.** All documents and all results, bulletins, official communications, etc. should be marked with the date and time of issue.

**9.1.6.** The Secretary of the Meeting must liaise with the Chief Timekeeper to confirm the proposed and any potential amendments to the timetable.

## Signals

Please also refer to Appendix 2.

**10.1.** Starting Signals: Red lights are the preferred starting signal. The lights going OUT signals a start. The National Flag may be used as a starting signal if starting lights are not available. The RAISING of the national flag signals a start.

**10.2.** Flags – Not all flags have to be used at all circuits/meetings. However as a minimum the Yellow and Black Flags will always be in use at all meetings. Please Refer to Appendix 2 for additional detail on flags commonly in use.

**10.2.1.** A stationary Yellow flag may be introduced: Danger, slow down sufficiently to ensure that full control of the kart can be retained. No overtaking.

**10.2.2.** Yellow flag – Waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented by flashing yellow light(s), as an added warning).

**10.2.3.** Black flag – The driver must come into the pits within one lap of receiving the signal and report to the Clerk of the Course. This flag is always displayed with a board showing the relevant competitors kart number. Any driver given the black flag is deemed to have been disqualified from the race from moment they pass the flag for the first time. They should immediately cease competition with other competitors and proceed into the pits in such a way as to minimize the impact of other competitors still racing. They will

be awarded zero points for the race regardless of the reason for the black flag.

**10.2.4.** Black flag with Orange disc - Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. This flag is always displayed with a board showing the relevant competitors kart number.

**10.2.5.** Black and White Flag - A warning, to the driver that his behaviour is suspect and that he may be Black-flagged on further reports. This flag is always displayed with a board showing the relevant competitors kart number.

**10.2.6.** Safety Flag / Pace Flag - Used to control the speed of karts to a safe pace, single file, no overtaking. Be prepared to stop. Used to keep the race running as an alternative to a red flag.

**10.2.7.** Blue Flag:

Usually shown when the leaders are coming to lap you.

Stationary: Another competitor is following close behind.

Waved: Another competitor is trying to overtake.

**10.2.8.** Slippery Surface Flag:

Stationary: Slippery surface ahead.

Waved: Slippery surface imminent.

**10.2.9.** Green Flag – Signals that the track is clear and that drivers may progress/race as normal.

## Competitor Behaviour

**10.3.** Each of the following is a breach of these Regulations and/or Supplementary Regulations and will lead to disciplinary action being taken.

**10.3.1.** Bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to an event or employed in any manner in connection with an event or acceptance of or offer to accept a bribe by an official or employee.

**10.3.2.** Any action having as its object the entry or participation in an event of:

- A kart ineligible therefor and/or,
- A person who is not the holder of a logbook/membership appropriate to the event concerned.

**10.3.3.** Any dishonest act or proceeding in connection with an event and/or kart racing generally.

**10.3.4.** Any proceeding and/or act prejudicial to the interest of kart racing generally.

**10.3.5.** Driving in a manner incompatible with general safety, and/or departing from the standard of a reasonably competent driver.

**10.3.6.** Any contravention of Flag or Light Signals

**10.3.7.** Any contravention of these Regulations in respect of alcohol or dope., misbehaviour or unfair practice.

**10.3.8.** Abusive language or behaviour, physical assault, or threats of physical assault within the area under control of the Organising Club.

**10.4.** Each competitor is responsible for the behaviour of all members of their team and/or guests. As such, any breaches in regulations will be judged to have been caused by the competitor themselves.

**10.5.** Retro Racer is a non-contact racing championship. Any deliberate contact driving, blocking (**10.5.1**) or weaving is expressly forbidden.

**10.5.1.** A defensive line to leave a competitor less room to perform an overtaking manoeuvre is acceptable. Moving sharply off the normal racing line to force another competitor to take evasive action to avoid a collision is blocking and will result in disqualification from that race.

**10.5.2.** Competitors must remain available at an event until any protest period relating to their event or appeal period in any matter in which they are involved has elapsed, failing which, any judicial action against or relating to that competitor may be heard in their absence.

#### **Race Procedure**

**11.1.** With agreement from the relevant Class Scrutineer the Clerk of the Course may permit a change of chassis/tyre provided that the original chassis/tyre submitted for Scrutineering has suffered damage such that it is no longer safe to drive. In the event that a replacement tyre is allowed, it will be one deemed by the Class Scrutineer to be in a similar state of 'wear' to the rest of the remaining set.

**11.1.1.** Only a Driver who has completed a minimum of three laps practice at racing speeds within an official practice period will be permitted to race.

**11.1.2.** Only one chassis may be used except when a second chassis is permitted in the SRs or written permission is given by the Organisers.

**11.1.3.** The maximum number of engines which may be used during a meeting is two, unless specifically varied in the SRs.

**11.1.4.** Changing the crankcase constitutes a change of engine.

**11.1.5.** Unless otherwise stated in SR's the Starter shall be deemed as a Judge of Fact in respect of Race Starts.

**11.2.** The number practising at any time shall not exceed the maximum permitted on the track for a race.

**11.2.1.** Adequate practice periods must be allotted to all classes, which must include sufficient time for competitors requiring observation to be seen (i.e. Novice drivers)..

**11.2.2.** Where possible, novice and experienced Drivers may be allocated separate sessions.

**11.2.3.** Due regard must be paid to Driver experience and the relative speed of the karts if different classes are on the track at any one-time during practice.

**11.2.4.** During Practice not all karts will be driven at race speeds, competitors shall consider this when practicing.

**11.3.** The course or its features or markings may only be changed between the last practice period and the event itself in exceptional circumstances.

**11.3.1.** Should it be necessary to make any change following the scheduled practices, an additional period of practice must be arranged.

**11.4.** The starting order in which Karts shall be arranged will be determined by the organisers in the heats such that a competitor starts each heat from either, near the front, near the back or near the centre.

**11.4.1.** The final starting position will be based on finishing positions in the heats

**11.4.2.** Each heat finishing position is awarded the corresponding number of points. After the heats each drivers points are combined to form a grid list of descending points total.

**11.4.3.** Novice Drivers must occupy the rearmost grid positions for heats. However they will take their position on the grid in the final as any other driver based on their heat finishes. Any driver may request to start at the back of the grid for any race, including finals.



**11.4.4.** Once the signal to start the race has been given, Karts may not stop, intentionally or otherwise, to make repairs or adjustments, or receive outside assistance. They may however drive to the pits, or a designated maintenance area, to undergo repairs or changes, with or without outside assistance without gaining a penalty.

### **Race Start**

**11.5.** The Pole position must be on the side of the track that is on the inside of the first corner after the start. Or deemed to have the best line though the first corner

**11.5.1.** The start line will be indicated on the track by a painted white line.

**11.5.2.** When the Starter is ready for karts to begin their formation lap, he must signal by raising a Green Flag. A Marshal at the pit lane will then raise a Green Flag which will be the signal for the Karts to be released on to the circuit. After the Marshal has lowered the Green Flag, the entrance to the track will be closed and no further karts will be allowed to join the track.

**11.5.3.** Drivers will be under Starter's Orders from the moment that the Green flag is displayed at the pit lane.

**11.5.4** Each track will establish a 'Safety Line'. Any Competitor who, having passed that 'Safety Line', receives assistance from anyone other than a signed-on Official may be disqualified from the results.

### **Formation lap and Rolling Starts**

**11.6** In the case of a rolling start, on display of the Green flag karts will proceed round the course in grid formation at a steady pace to await the starting signal (Either Red Lights going OUT or National Flag being DROPPED).

**11.6.1.** The driver in No.1 grid position will control the speed.

**11.6.2.** Multiple rolling laps may occur. If a further lap is required, the red lights will remain on (or the flag will not be raised) as the kart pass the start line. Upon confirming another rolling lap, drivers should signal that they understand that another rolling lap is taking place by raising an arm with a circular motion to make it clear to drivers behind.

**11.6.3** Once the starter is satisfied that karts are approaching the start line in correct position, tightly formed and at an acceptable speed, the starting signal will be given by extinguishing the red light (or by dropping the National Flag) as the karts approach the start line. Once the race start signal

has been made karts must maintain grid position and stay in formation until they each pass the start line. (The only exception to this is if a kart in front has an obvious mechanical failure meaning its unable to maintain the pace of the rest of the grid).

### **Formation lap and Standing Starts**

**11.7** In the case of a Standing Start, Karts will perform a rolling lap under the starters directions before coming to a stop on their correct grid positions when instructed. When the starter is satisfied the start signal will be given and racing commences immediately.

### **False Starts**

**11.8.1.** A false start occurs when a driver under Starter's orders gains an unfair advantage by either:

- (a) being in an incorrect position on the grid, or
- (b) moving forward from his prescribed position, or
- (c) in the case of a rolling start fails to maintain his correct station, or accelerates early or unevenly.

### **False Start Penalty**

**11.8.2.** The driver concerned shall be penalised by moving him/her to the rear of the grid for the re-start.

### **Stopping of a Race**

**11.9.** The Clerk of the Course may decide to stop a race or practice at any time. Should a race be stopped by the display of red flags, the following procedures will apply:

**11.9.1.** The competitor causing the race stoppage shall be disqualified from that race and any restart.

**11.9.2.** If 25% or less of the race distance has been completed by the leader, the race will be abandoned, or if possible, re-run in its entirety. Unless re-run, the race will be null and void.

**11.9.3.** If more than 25% but less than 75% 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 and before the race was stopped.

OR

(b) Consider the race suspended and run it as a two-part race. In this case the Karts will be restarted in a single file, rolling start. The starting order for the second part of the race shall be the order at the last full lap completed, before the race was stopped. "Drivers one lap down" shall be put in their correct position i.e., behind the drivers on the same lap as the leader. The race distance shall be the number of laps required to make up the full race distance. The finishing order of the second part, shall be the finishing order of the race

(drivers “one lap down” in the first part shall be deemed to have finished the race “one lap down” unless they have un-lapped themselves).

OR

**(c)** Re-run the race in its entirety. If the race is to be re-run or completed the following will apply: While the race is stopped, the whole course shall be considered as parc fermé and no work may be carried out to any kart. Mechanics will not be allowed on the circuit until permission is given by the Clerk of the Course and they, or Incident Marshals already on the circuit, shall not approach or touch any kart until permission is given. If/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 circuit during the stoppage it will not be permitted to rejoin the race. Any kart not racing before the incident, that caused the race to be stopped, shall not rejoin the re-started race. Karts involved in the incident that gave rise to the stoppage or who subsequently stopped racing prior to the displaying of the red flag because of the incident, may only re-join the race if the Clerk of the Course, in consultation with the Class Scrutineer, is satisfied that a kart is safe to continue without repair, they must start at the rear, whether it is run over the full race distance or as a two part race. 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 place. Exceptionally, if it is decided to run the race in its entirety but becomes necessary to remove all karts from the circuit, 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.

**11.9.4.** 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 lap completed by him and before the race was stopped. Subject to 11.9.1

### **Re-Starting Procedures**

**11.10.** If the race is to be re-run or completed the following procedure will apply:

**11.10.1.** While the race is stopped, the whole course will be considered as Parc Fermé and no work may be carried out to any kart. Mechanics will not be allowed on the circuit until permission is given by the Clerk of the Course. Neither the mechanics, nor Incident Marshals already on the circuit, can approach or touch any kart until permission is given. When authorised by the Clerk of the Course, spark plugs may be changed and finger adjustments may be made to the carburettor settings.

**11.10.2.** Any Kart that stopped on or off track prior to or directly involved in the incident causing a red flag will not be allowed to restart the race. Any kart stopping on or off the track following the initial event causing the red flag are allowed to restart. i.e. People may restart the race if they stopped of their own accord, either to avoid risk to people involved in the incident in front of them, due to the track being blocked, or who stopped to offer help or assistance in any accident/incident.

**11.10.3.** Exceptionally, if it is decided to run the race in its entirety but it becomes necessary to remove all karts from the circuit, 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.

### **Race Finish**

**12.1.** After a race is deemed completed (by way of a Chequered Flag or in the event that a Red Flagged race is not restarted) all karts must proceed directly to the Parc Fermé without the driver giving or receiving any object whatsoever and without any work of any kind being done to the kart.

**12.1.1.** Any classified kart unable to reach the Parc Fermé by its own means will be placed under the control of Marshals who will supervise the movement of the kart to the Parc Fermé.

**12.1.2** Should the end of the race signal inadvertently or otherwise be displayed before the leading kart completes the scheduled number of laps – or before the prescribed race time has been completed – the race will nevertheless be deemed to end at the moment the signal is given. If the chequered flag is given to the leader, then the result should be drawn accordingly, but if the chequered flag is given to a competitor other than the leader then the result should be given at the end of the last completed lap of the leader. Should the end of the race signal be inadvertently delayed, the race will nevertheless be deemed to finish at the correct moment and competitors be classified accordingly.

**12.1.3.** Any other publication or display giving this information must clearly be shown and declared as ‘Unofficial’ and ‘For Information Purposes Only’.

### **Parc Fermé**

**13.1.** Helpers are allowed in Parc Ferme and they may assist with lifting and moving karts. However, it is strictly forbidden for the driver or any other person to interfere with the kart (or the driver) until such time that the scrutineers have completed their checks. The driver, their safety equipment

and their kart must remain exactly as they left the track until such time as they are granted permission to leave. This includes passing anything to drivers (including food or drink) as this will be deemed to be additional ballast.

## Competitor Regulations

**14.1.** Competitors must report for signing-on and scrutineering at the time specified by the race officials or risk being disqualified.

**14.1.1.** No kart may be driven in a race until it has been passed and logged by the Class Scrutineer.

**14.2.** In conjunction with signing-on, the following items must be produced for approval:

- Retro Racer Log Book
- An up-to-date Medical Declaration form unless one has been previously submitted.

**14.3.** For all events the Clerk of the Course will designate the race as follows:

DRY – All Competitors shall use dry tyres.

OPEN – Competitors have the choice of tyres (i.e. wet or dry)

WET – All Competitors shall use wet tyres.

**14.4.** To qualify as a wet tyre, tyres must be moulded in such a way as to ensure that grooves are created to leave a minimum of 60% and a maximum of 85% of the total surface area as a raised tread pattern. The grooves must have a minimum depth of 1mm at race start.

**14.4.1.** At no time may a Kart be fitted with a mixture of wet and dry tyres.

**14.5.** Competitors must obey the flag signals detailed in 10.2.

**14.5.1.** All karts that take the start by crossing the start line under their own power will be classified as a finisher on a roll back of laps basis.

**14.5.2.** Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- (a) The white lines defining the track edges are considered to be part of the track.
- (b) A driver will be judged to have left the track if more than two wheels of the kart either goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb.

**14.5.3.** Should a kart leave the track for any reason and without prejudice driver may re-join. However this may only be done when it is safe to do so and without gaining any advantage.

**14.5.4.** Where a Driver consistently drives with a wheel off the track or leaves the track, this may be deemed driving in a manner incompatible with general safety and the Driver may be disqualified from the race at the discretion of the Clerk of the Course.

**14.5.5.** Once a race or practice session has started, karts may only be worked upon in a place of safety in the pits.

**14.5.6.** Refuelling during a race is forbidden.

**14.5.7.** Any Driver receiving outside assistance, other than by an Official, between coming under starter's orders and the end of the race may be disqualified from the results at the discretion of the Clerk of the Course. If the circuit allows, a competitor may enter the pits/dummy grid area to make an adjustment or repair with or without outside assistance and not be penalized.

## Penalties

**14.6.** The penalties that may be inflicted are, in order of increasing severity, as follows:

- (a) Reprimand
- (b) Time Penalty (or Position/lap Penalty)
- (c) Disqualification
- (d) Suspension
- (e) Exclusion

One or more of the above may be imposed as appropriate.

**14.6.1 Sentence to a Reprimand.** A reprimand may be imposed by the Clerk of the Course, or the Race Committee Members of a Meeting.

**14.6.2. Sentence of Disqualification.** A sentence of disqualification from all or part of an event can be imposed by the Clerk of the Course, or the Race Committee Members. This can be imposed retrospectively.

**14.6.3. Suspension.** A person shall be said to be suspended when forbidden, by the Race Committee Members of the Meeting, to take part in any competition for a stated period.

**14.6.4. Exclusion.** The penalty of exclusion should be reserved for exceptionally grave offences. Any excluded person, or kart is permanently forbidden by Retro Racer from taking part in their organized meetings. Exclusion renders void any previous entry made for any competition, and any entry fees paid will be forfeited and are non refundable in this circumstance.

**15.0.** A competitor who receives two recorded, non-technical, penalties within twelve months will receive a formal warning issued by RetroRacer. Should the competitor, within three months of the

formal warning receive any further, non-technical, penalty this will result in the suspension of his membership for three months, in addition to any other penalty imposed.

**15.2.** The penalties imposed can only be waived by the Race Committee Members. But only in exceptional circumstances.

### **16.0. Protest against a Fellow Competitor**

The right to protest lies solely with the Entrant or Competitor who is a party to a dispute about an act or omission of another Competitor in the event in which they have taken part.

**16.1.1.** The Clerk of the Course, acting in his official capacity, may take such action as he may deem proper in any circumstances regardless of whether a protest has been lodged.

**16.1.2.** Every protest, which must be in writing, must include the grounds for the protest, must be signed by the party making the protest, and accompanied by the payment. This must be lodged with the Secretary of the Meeting, the Clerk of the Course, within the appropriate time limit. Where facilities exist for immediate payment by electronic transfer of funds of the above fees, then payment by such method is acceptable.

**16.1.3.** A single protest lodged by more than one competitor, or a single protest against more than one competitor, will not be accepted but more than one individual protest may be accepted on the same grounds.

### **17.0. Time Limit for Protests**

**17.1.1.** A protest against another Competitor must be made within 30 minutes of the finish of the race.

**17.1.2.** A protest against the eligibility of any kart, or part of kart:

**(a)** When the reason for the alleged ineligibility is apparent – within 30 minutes of the time laid down for conclusion of the relevant scrutineering session.

**(b)** When the reason for the alleged ineligibility is not apparent, but it is alleged that the kart is performing in a manner which suggests that it is ineligible, or if a part or parts may have been changed after scrutineering – within 30 minutes of the performance that gives rise to the protest.

**17.1.3.** The Clerk of the Course may amend the above time limits if he thinks that the circumstances make the lodging of a protest physically impossible within the time quoted. If he decides to deal with a protest 'out of time', by doing so he will be deemed to have extended the time limit.

**17.2.** In the event of a protest against the eligibility of a kart or engine, the Clerk of the Course shall order that the kart or engine will immediately be examined or, on the request of the Class Scrutineers, sealed for subsequent examination.

**17.2.1.** The Scrutineer sealing the kart or component shall furnish the Clerk of the Course, and the Competitor, with details of the seals used, their number and position.

**17.2.2.** The sealing of any kart or component shall be carried out in the presence of the Competitor protested against.

**17.2.3.** In default of agreement between the parties, the Clerk of the Course, in consultation with the Race Committee Members of the Meeting will determine a realistic estimated cost of stripping and re-assembling the kart/component. Unless the kart/component can be examined immediately, the amount of this estimated cost must be deposited with RetroRacer by the protester within 7 days, and no examination will commence until it has been received. Failure to lodge the said amount within the time limit will result in the protest lapsing.

**17.2.4.** The Clerk of the Course will ensure that arrangements are made for the equipment to be examined with the least possible delay the party making the protest is not entitled to be present at this examination.

**17.2.5.** The Class Scrutineer will report his findings to the Clerk of the Course, who will adjudicate on any contraventions of the Technical Regulations. After giving the parties the opportunity to be heard, the Clerk of the Course will apply the penalties prescribed by the Regulations.

**17.3.** If the protest is not upheld and dismantling has been involved, the competitor who lodged the protest shall pay the reasonable costs of preparing the kart or parts for examination, dismantling and reassembly, together with any Examiner's Fees. The amount deposited with RetroRacer as estimated costs may be used as a contribution towards these costs.

**17.3.1.** If the protest is upheld and dismantling has been involved, the competitor who has been protested against shall pay the costs of preparing the kart or parts for examination, dismantling and reassembly, together with the Examiner's Fees. The findings of the Clerk of the Course will include, but are not limited to, a fee which will incorporate all these associated costs. The amount deposited with Retro Racer as estimated costs will be



returned to the competitor who has submitted the protest.

**17.4. Adjudication of Protests.** Any protest shall be adjudicated upon by the Race Committee Members, subject to the rights of appeal provided by these Regulations.

**17.4.1.** The Protest Hearing must take place as soon as practicable and all parties given notice of the hearing. They are entitled to call witnesses but must state their case in person and not through an advocate. In the absence of any of the parties, or in the absence of their witnesses, the Race Committee Members may make a decision, providing they are satisfied that any party concerned is aware of the time and place of the hearing or has left the event in contravention of **10.5.2.** If a decision cannot be given at the conclusion of the hearing, all parties must be advised of the time and place at which the decision will be given.

**17.5. Distribution of Awards.** Where a protest is lodged, the distribution of any affected prize must be withheld until either it has been adjudicated upon or no intention of appeal has been lodged within the time allowed. The list of awards relating to such a prize must be declared provisional.

**17.5.1.** If, after the distribution of prizes, a decision is made which affects the results of a competition, any Competitor to whom a prize has been awarded but who is adjudged to be ineligible must return the prize to the Organisers on demand.

**17.6. Forfeiture of Protest Deposit.** Unless otherwise decided by the Clerk of the Course, protest deposits will be forfeited if the protest is not upheld. A protest can be withdrawn before the hearing, but the protest deposit will only be refunded at the Clerk of the Course's discretion.

**17.7.** The Clerk of the Course must report any Protests lodged to the Race Committee Members of the Meeting. Any author of a Protest thought to have acted in bad faith by the Race Committee will be deemed guilty of breach of these Regulations and may be penalised accordingly.

**18.0. Appeals to the Race Committee Members of the Meeting against a decision of the Clerk of the Course or of any other Official of the Meeting.**

**18.1.** Any Entrant or Competitor shall have the Right of Appeal to the Race Committee Members of the Meeting against any penalty or decision given by the Clerk of the Course or another Official of the Meeting except that there shall be no Right of Appeal against the report of a Judge of Fact,

with the exception of reports from Eligibility Judges.

**18.1.1.** A Right of Appeal does not exist for third parties in respect of a published decision of the Clerk of the Course arising out of Disciplinary or Protest Hearings, i.e. a Right of Appeal against such decisions exists only for the parties in those proceedings.

**18.1.2.** It should be noted that Technical Eligibility Appeals are heard by the Race Committee Members of the Meeting.

**18.2.** Appeals must be submitted in writing stating the grounds for the appeal, must be signed by the party making the appeal, and accompanied by the necessary fees. Appeals must be lodged with the Secretary of the Meeting, the Clerk of the Course, or their deputies within the appropriate time limit. Where facilities exist for immediate payment by electronic transfer of funds of the above fees, then payment by such method is acceptable.

**18.3. Time Limit for Appeals  
Nature of Appeal**

- (a) Appeals against the acceptance of an entry, Instructions to Drivers or the length of the course
- (b) Appeals against handicap, make up of a heat, or qualification for a heat or final
- (c) Appeals against a decision of a Class Scrutineer or Technical Commissioner, by the Competitor directly concerned
- (e) Appeals against any mistake or irregularity occurring whilst the competition is taking place
- (f) Appeals concerning the results of a competition
- (g) Appeals against a decision of the Clerk of the Course not falling within (a) to (h) inclusive
- (h) Appeals against a decision of the race Committee members of the Meeting

**Time Limit**

Within 30 minutes of that decision being notified to that Competitor.

Within 30 minutes of the appellant finishing the race.

Within 30 minutes of the publication of provisional results or any amendments thereto.

Within 30 minutes from the time of the first communication of the decision to the Competitor. If the party(ies) concerned are not present when the decision is announced, within 30 minutes of the posting of the decision on the Official Notice Board.

**18.3.1.** The Race Committee Members of the Meeting may amend the above time limits if they think that the circumstances make the lodging of an appeal physically impossible within the time quoted. If they decide to deal with an appeal 'out of



time', by doing so they will be deemed to have extended the time limit.

## 19.0 Clothing

### Crash Helmets

**19.1.** Crash helmets must be worn at all times during training, practice and competition.

**19.1.1.** The user must ensure that the helmet is to a standard specified in the list below; that it fits and is secured properly and that it is in a serviceable condition.

**19.1.2.** Full face helmets are mandatory.

**19.1.3.** Current Crash helmet Standards:

FIA 8860-2004 (Not valid after 31/12/2020)

FIA 8860-2010

FIA 8859-2015

SNELL SA2005 (Not valid after 31/12/2018)

SNELL SA2010 (Not valid after 31/12/2023)

SNELL SA2015 (Not valid after 31/12/2023)

SNELL SAH2010 (Not valid after 31/12/2023)

SFI Foundation 31.1A, 31.2A (Not valid after 31/12/2018)

SNELL K2005

SNELL K2010

SNELL K2015

SNELL – FIA CMR2007

SNELL – FIA CMS2007

ACU Gold Stamp

### Visors

**19.2.** 'Whirley' visors are acceptable but must be fitted on top of normal visors, Holes must not be cut in normal visors.

### Gloves and Suits

**19.3.** Complete gloves (not mitts or gloves with open backs) and boots (which must cover and protect the ankles) must be worn at all times on circuit.

**19.3.1.** Trailing clothing or loose scarves are not permitted.

**19.3.2.** For Short Circuits, only leather suits, or suits of a recognised CIK homologation standard are acceptable.

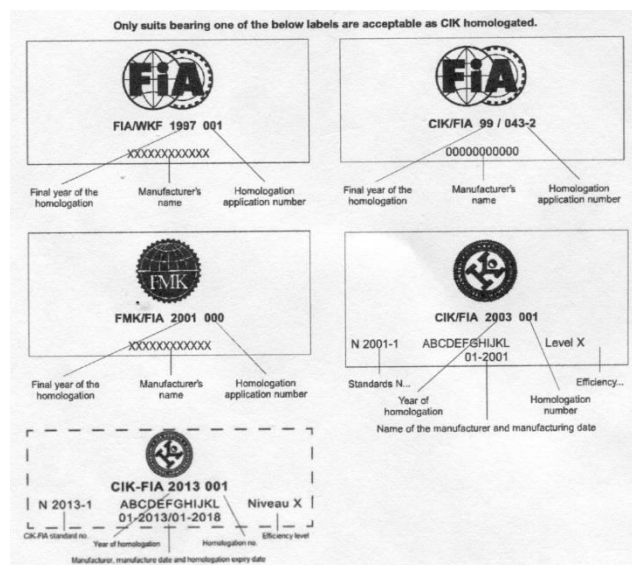
**19.3.3.** Leather suits must have a minimum thickness of 1.2mm measured at any part of the suit.

**19.3.4.** All clothing will be securely fastened at wrists, ankle and neck and must be adequate to minimise abrasions.

**19.3.6.** Correctly fitted wet suits, specifically designed for this purpose, may be worn over an approved kart suit.

**19.4.** Driving suits, helmets, visors etc and all other protective clothing must be presented for inspection by the Class Scrutineers.

**19.4.1.** The only acceptable CIK homologated suits are those to standard No. 2001-1 or No. 2013-1, level 1 or 2. Examples of the CIK homologation labels are shown below.  
Kart Suit Homologation Logo:



### Fuel

**20.1.** Fuel for ALL classes must be readily available, standard Unleaded UK forecourt fuel.

**20.2.** The Research Octane Number (RON) must not exceed 99.

**20.2.** Ethanol removal or 'washing' is allowed.

**20.3.** Fuel Testing may be conducted during any RetroRacer meeting and/or samples may be taken for testing at a lab.

**20.4.** If fuel analysis (either conducted at the circuit or tested retrospectively at a lab) records an octane of greater than RON 99 then that competitor will be disqualified from all races (and in all classes) in which they were entered at meeting from which the sample was taken. If lab testing returns a failed result the driver will be liable to pay the entire bill for the testing.

## APPENDIX 1: Judicial Fees & Fines








### F1.1 Fees

Protest Fee at Event	£125
Fee for Technical inspection delayed to after event	£350
Appeal at Event (excluding Eligibility Appeals)	£250
Appeal to Eligibility Panel	£350

### F1.2 Fines

Failure to attend Drivers Briefing	£25
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## APPENDIX 2: Flags

<p><b>Black Flag:</b> The driver must stop at his pit within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by display of the Black flag. This flag is always displayed with a board showing the relevant competitors kart number.</p>	
<p><b>Black and White Flag:</b> A warning, to the driver that his behaviour is suspect and that he may be Black-flagged on further reports. This flag is always displayed with a board showing the relevant competitors kart number.</p>	
<p><b>Red Flag:</b> Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.</p>	
<p><b>Yellow Flag:</b> Stationary: Danger, slow down sufficiently to ensure that full control of the kart can be retained. No overtaking. Waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action. No overtaking.</p>	
<p><b>Green Flag:</b> All clear, at the end of a danger area controlled by yellow flags. Maybe used to signal the restart of the race following a pace flag.</p>	
<p><b>Safety Flag / Pace Flag:</b> Used to control the speed of karts to a safe pace, single file, no overtaking. Be prepared to stop. Used to keep the race running as an alternative to a red flag.</p>	
<p><b>Blue Flag:</b> Usually shown when the leaders are coming to lap you. Stationary: Another competitor is following close behind. Waved: Another competitor is trying to overtake.</p>	
<p><b>Slippery Surface Flag:</b> Stationary: Slippery surface ahead. Waved: Slippery surface imminent.</p>	