

SOUTH COAST KARTING

CHAMPIONSHIP RULE BOOK

1. ENTRY & CHAMPIONSHIP PARTICIPATION

1. Entries for each championship round are accepted on a first-come, first-served basis.
2. A driver's place is only confirmed once the required payment has been made.
3. Where applicable, a £15 deposit secures a driver's place for the relevant championship round, with the remaining balance due 28 days before the race meeting.
4. If the outstanding balance is not paid by the required date, South Coast Karting reserves the right to offer the place to another driver.
5. Deposits are non-refundable.
6. Driver numbers, groups, finals and grid sizes may be adjusted depending on confirmed entries.

2. ARRIVAL, CHECK-IN & DRIVER BRIEFING

1. All drivers **MUST** report to reception and complete check-in.
2. Drivers must not proceed directly to the track without checking in.
3. South Coast Karting must know which drivers are present before racing starts.
4. All drivers **MUST** attend the driver's briefing.
5. A driver who misses the mandatory briefing will not be permitted to participate.
6. Late arrival may result in exclusion from the meeting.
7. Timings and group allocations may be changed on the day where required.

3. WEIGHT REGULATIONS

Minimum class weights:

Class	Minimum Weight
Juniors	55kg
Adult Sunday	85kg
Wednesday Lightweight	73kg
Wednesday Heavyweight	95kg
Cadets	N/A

1. Drivers will be weighed following qualifying.
2. Following each race, the top three finishers and one randomly selected driver may be weighed.
3. Drivers are responsible for meeting the minimum weight.
4. Ballast may be used to achieve the required weight and is the driver's responsibility.
5. A driver below the required weight will be excluded from the relevant qualifying session or race and score zero for that session/race.
6. The underweight rule does not apply to Cadet classes where no minimum weight is specified.
7. Junior drivers weighing 65kg or more may, at the discretion of officials, compete in the Adult class.
8. Cadet drivers weighing 40kg or more may, at the discretion of officials, compete in the Junior class.

4. PRACTICE & QUALIFYING SESSION

1. Practice and qualifying are **one continuous session**, split into **6 minutes Practice** followed by **4 minutes Qualifying**.
2. The session begins with a sighting lap, followed by Practice.
3. The **white flag signals the start of Qualifying**.
4. If a driver chooses a spare kart, they must remain with that kart and may not revert to their original allocation.

5. Once the white flag is waved, the driver is committed to their kart and may not change karts for the remainder of qualifying unless instructed by an official.
6. Only laps recorded during the 4-minute Qualifying period count towards the qualifying result.
7. Practice lap times do not count towards qualifying.
8. Drivers must follow all track regulations and official instructions throughout the session.

5. QUALIFYING

1. The final **4 minutes** of the combined Practice & Qualifying session are the official Qualifying period.
2. The white flag marks the start of Qualifying.
3. Once Qualifying has started, drivers may not change karts unless instructed by an official.
4. Qualifying may be split into multiple groups depending on entries.
5. The fastest valid qualifying lap determines qualifying position.
6. Where track conditions are consistent, the fastest overall lap receives the highest position, followed by the next fastest and so on.
7. Identical lap times are resolved in favour of the driver who recorded the time first.

Changeable Track Conditions

1. If conditions change between qualifying groups, the groups are treated separately when forming the qualifying order.
2. This includes the track becoming wetter, drying, or otherwise changing enough to affect lap times.
3. Each qualifying group is ordered from fastest to slowest.
4. The fastest driver from each group is placed into the highest available positions first.
5. The second-fastest driver from each group is then placed into the next available positions, followed by the third-fastest, and so on.
6. When drivers from different groups are being compared for an available position, the faster recorded qualifying lap takes the higher position.
7. This system is used to reduce the effect of changing track conditions between groups.

Qualifying Penalties

1. A qualifying penalty may result in the driver's fastest qualifying lap being removed.
2. Further penalties may result in further fastest laps being removed in order.

6. PRE-FINALS

1. Unless otherwise stated, each Pre-Final is **8 minutes**.
2. Qualifying determines the Pre-Final and starting position.
3. The Pre-Final finishing position determines the corresponding Final starting position.
4. Where applicable, the winner of each Pre-Final is promoted to the next higher Final.

7. FINALS

1. Unless otherwise stated, each Final is **12 minutes**.
2. Final finishing position determines the driver's overall result for the meeting.
3. Where applicable, the winner of each Final is promoted to the next higher Final.
4. Promotion arrangements and grid sizes may vary with entry numbers.

8. STANDARD CHAMPIONSHIP GRID STRUCTURE

Where the standard 34-driver format is used:

Grid	Pre-C	Pre-B	Pre-A
Pole	23rd	12th	1st
2nd	24th	13th	2nd
3rd	25th	14th	3rd

Grid	Pre-C	Pre-B	Pre-A
4th	26th	15th	4th
5th	27th	16th	5th
6th	28th	17th	6th
7th	29th	18th	7th
8th	30th	19th	8th
9th	31st	20th	9th
10th	32nd	21st	10th
11th	33rd	22nd	11th
12th	34th	—	—

Final Grid Formation

Grid	C Final	B Final	A Final
Pole	Pre-C 2nd	Pre-B 2nd	Pre-A 1st
2nd	Pre-C 3rd	Pre-B 3rd	Pre-A 2nd
3rd	Pre-C 4th	Pre-B 4th	Pre-A 3rd
4th	Pre-C 5th	Pre-B 5th	Pre-A 4th
5th	Pre-C 6th	Pre-B 6th	Pre-A 5th
6th	Pre-C 7th	Pre-B 7th	Pre-A 6th
7th	Pre-C 8th	Pre-B 8th	Pre-A 7th
8th	Pre-C 9th	Pre-B 9th	Pre-A 8th
9th	Pre-C 10th	Pre-B 10th	Pre-A 9th
10th	Pre-C 11th	Pre-B 11th	Pre-A 10th
11th	Pre-C 12th	Pre-C Winner	Pre-A 11th
12th	—	C Final Winner	Pre-B Winner
13th	—	—	B Final Winner

The grid structure may be adjusted where the number of competitors differs.

9. KART ALLOCATION

1. Karts are randomly allocated for each session and race.
2. Drivers will **NOT use the same kart twice** during the meeting.
3. Following the initial allocation, a driver may have the option to draw a spare kart.
4. If a driver chooses a spare kart, they must remain with that kart and may not revert to their original allocation.
5. A driver may change karts during Practice. Once the white flag is waved and Qualifying has begun, a driver **cannot change karts** unless instructed by an official.
6. If the selected spare kart has already been driven by that driver during the meeting, the driver will be required to drive that kart again.
7. If a kart fails during a race, South Coast Karting will allocate a replacement where possible.
8. Where a replacement kart is required because of kart failure, the driver will continue in the position held immediately before the failure, subject to the Race Director's instructions.

10. START PROCEDURE

1. Drivers must follow all official instructions during the formation and start.
2. On the normal layout, the chicane remains in place for the first lap unless otherwise instructed.

3. Pole position starts on the left-hand side.
4. A jump start is subject to the applicable penalty.

Reverse Layout Starts

1. A reverse layout uses a rolling start.
2. Drivers form a **2-by-2 formation** as instructed.
3. The chicane is not used on the rolling-up lap unless otherwise instructed.

11. RED FLAG PROCEDURE

1. A red flag may be issued when racing cannot safely continue.
2. A driver causing an injury-related red flag may be required to restart from the back if the race is restarted, subject to first-aid/official clearance.
3. If no restart occurs, the driver responsible for an injury-related red flag may receive last-place points.
4. If fewer than 3 laps have been completed by the race leader, the race will normally be fully restarted from the original grid, subject to penalties.
5. After more than 3 laps, the race may restart as a single-file rolling restart based on the last completed lap.
6. For a kart-failure red flag, a replacement kart will be allocated where possible and the driver will restart based on their position before the failure/last completed lap as directed by the Race Director.
7. For Pre-Finals, if the leader has completed 12 laps, the result may be declared from the last completed full lap.
8. For Finals, if the leader has completed 15 laps, the result may be declared from the last completed full lap.
9. The Race Director has final control of any restart, continuation or result declaration where safety or operational circumstances require.

12. BLUE FLAGS & LAPPING

1. A blue flag indicates that a faster driver is approaching and the recipient is being lapped.
2. A driver receiving a blue flag must not deliberately race or defend against the faster driver.
3. The lapped driver must maintain position until the faster driver has safely cleared the relevant group.
4. A driver must not overtake for position while receiving a blue flag.
5. Overtaking for position while receiving a blue flag is subject to the applicable penalty.

13. RACECRAFT & ON-TRACK CONDUCT

1. Contact can occur during racing, but drivers must avoid unnecessary or avoidable contact.
2. Deliberate contact is prohibited.
3. Drivers must not deliberately spin, turn or knock another driver from the circuit.
4. Drivers must not squeeze another driver towards the edge, tyre barriers or another hazard. Racing room must be left.
5. Drivers must not deliberately run another driver off the track.
6. Drivers must not gain or retain an advantage through contact.
7. No more than one defensive movement may be made on a straight.
8. Excessive weaving or blocking is prohibited.
9. Drivers must obey yellow flags and must not overtake where prohibited.
10. Drivers must take particular care on the opening lap, especially into Turn 1, and avoid unnecessarily loading into another kart.
11. Drivers must not spin another kart or cause an incident on the out lap, in lap or under yellow flags.

14. REJOINING THE CIRCUIT

1. A driver leaving the racing surface must rejoin only when safe.
2. Drivers rejoining must give priority to drivers already on the racing line.
3. A rejoin must not cause an incident, force another driver to take avoiding action or compromise another driver's race.
4. A dangerous rejoin may result in a black flag and the end of the driver's race.

15. PENALTIES

The following penalties will normally apply:

Offence	Penalty
Jump Start	3-second penalty
Repeat Contact Warning	3-second penalty
First cone hit	Track limits warning
Second cone hit	1-place penalty
Overtaking under yellow flag	3-second penalty
Advantage By Contact (ABC)	5-second penalty
Squeezing / running a driver off track or into tyre wall	5-second penalty
Loading into Turn 1	5-second penalty
Unintentional spin / knocking off another driver	4-place penalty
Deliberate contact / deliberate spin / knocking off another driver	Black flag
Offensive hand gesture / removing hands from steering wheel	1-place penalty
Overtaking while receiving blue flag	5-second penalty
Spinning on out lap, in lap or under yellow	3-second penalty
Voluntary retirement	Race over and zero points
Dangerous rejoin causing incident	Black flag – race over
Underweight	Excluded from session/race
Excessive weaving or blocking	Black flag / Stop & Go
Re-entering after red flag where prohibited	3-second penalty
Qualifying penalty	Fastest qualifying lap removed

Deliberate Driving Standards

Deliberate contact, deliberate spinning or deliberately knocking another driver from the circuit will result in a **black flag**. A black flag means the driver's race is over unless the Race Director determines otherwise.

16. QUALIFYING PENALTIES

1. Qualifying penalties affect qualifying times.
2. The fastest lap may be removed following a penalty.
3. Multiple penalties may remove additional fastest laps in order.
4. The revised qualifying result determines the driver's grid position.

17. VOLUNTARY RETIREMENT

1. A driver who voluntarily retires will be classified as retired.
2. A voluntarily retired driver receives zero points for that race.
3. A driver must not voluntarily retire to influence another driver's result or championship position.

18. OFFICIALS & DECISION MAKING

1. The Race Director and appointed officials are responsible for safe and fair running of the meeting.
2. Officials may issue penalties based on the circumstances of an incident.
3. Standard penalties may be amended where circumstances justify a different penalty.
4. Officials may increase or reduce a penalty based on severity, circumstances and consequences.
5. Penalties issued during the meeting are not subject to debate or argument.
6. Drivers, parents, guardians, friends, family, helpers and representatives must treat officials and competitors with respect.

19. ABUSE & UNSPORTING BEHAVIOUR

1. Abuse, threatening behaviour, intimidation or unacceptable conduct towards officials or drivers will not be tolerated.
2. This applies to friends, family, helpers, parents and guardians associated with a driver.
3. Serious or repeated abuse may result in exclusion and/or a lifetime ban from championship races.
4. South Coast Karting may take action where behaviour is seriously detrimental to safety, integrity or the reputation of the championship.

Online Behaviour

The same standards of behaviour and conduct apply to online activity as they do at South Coast Karting events. Abuse, threatening behaviour, intimidation, harassment or unacceptable conduct towards South Coast Karting, its officials, staff or other drivers will not be tolerated on social media, messaging platforms, online forums or any other online platform. South Coast Karting reserves the right to take action where online behaviour is considered seriously detrimental to the safety, integrity or reputation of the championship.

20. SUNDAY CHAMPIONSHIP POINTS

Points are awarded according to finishing position in the relevant Pre-Final and Final. The same points schedule applies through the C, B and A Finals.

Pre-Final Points

Position	Points
1	45
2	43
3	41
4	39
5	38
6	37
7	36
8	35
9	34
10	33
11	32
12	31
13	30
14	29
15	28
16	27
17	26
18	25
19	24
20	23
21	22
22	21
23	20
24	19
25	18
26	17

Position	Points
27	16
28	15
29	14
30	13
31	12
32	11
33	10
34	9
35	8
36	7
37	6
38	5
39	4
40	3
41	2
42	1

Final Points

Position	Points
1	55
2	50
3	47
4	45
5	44
6	43
7	42
8	41
9	40
10	39
11	38
12	37
13	36
14	35
15	34
16	33
17	32
18	31
19	30
20	29
21	28

Position	Points
22	27
23	26
24	25
25	24
26	23
27	22
28	21
29	20
30	19
31	18
32	17
33	16
34	15
35	14
36	13
37	12
38	11
39	10
40	9
41	8
42	7
43	6
44	5
45	4
46	3
47	2
48	1

Only positions actually occupied in a Final score points. Points are awarded according to finishing position within the relevant C, B or A Final.

21. WEDNESDAY NIGHT CHAMPIONSHIP FORMAT

1. Each driver has a **5-minute practice session**.
2. Practice is signified by the white flag.
3. Each driver then has a **4-minute qualifying session**.
4. Qualifying determines the starting positions for Heat 1.
5. Heat 1 finishing positions determine Heat 2 starting positions.
6. Points are awarded according to finishing position in Heat 1 and Heat 2.
7. Combined Heat points determine the Final starting position.
8. Each heat is **10 minutes**.
9. The Final is **12 minutes**.
10. Final finishing position determines the overall result.

11. All other kart allocation, penalty, red flag and driving rules continue to apply unless a specific Wednesday rule states otherwise.

Wednesday Championship Points

Points are awarded according to finishing position in each Heat and in the Final.

Heat Points

Position	Points
1	30
2	28
3	26
4	24
5	23
6	22
7	21
8	20
9	19
10	18
11	17
12	16
13	15

Final Points

Position	Points
1	40
2	35
3	32
4	30
5	29
6	28
7	27
8	26
9	25
10	24
11	23
12	22
13	21

22. GENERAL CONDITIONS

- 1.** South Coast Karting may alter race format, session lengths, group sizes or grid sizes where operational circumstances, entries, weather or safety require.
- 2.** Changes made on the day will be communicated by the Race Director or officials.
- 3.** Drivers are responsible for listening to official announcements and complying with instructions.
- 4.** Safety takes priority over the published format.
- 5.** Where an unforeseen circumstance is not covered, the Race Director and officials will determine the appropriate action.

6. The decision of the Race Director and officials regarding safety, race control and application of these regulations is final.