



BPEC 2025 SPORTING REGULATIONS

The following Rules, Regulations and Instructions are the instruments that BPEC uses to maintain good order and settle disputes in the running of their British Pro Kart Endurance Championship. It is the Team Captains responsibility to ensure that ALL drivers have read these rules before racing within the series.



1. Title

British Pro Kart Endurance Championship (BPEC)

The British Pro-Kart Endurance Championship 2025 will be operating in accordance with these Specific Race Regulations, the Endurance Championship regulations, the Endurance Race regulations, (The specified engine GX200 Extreme Regulations are available from the Organisers, but a brief synopsis requires that they are sealed units originally supplied by RPM and subject to any subsequent Championship bulletins.

1.1.1 Overall Championship:

10 X 6 HOUR RACES - 9 TO COUNT

1 X 12 HOUR RACE - TO COUNT

1.1.2 6 Hour Championship:

10 X 6 HOUR RACES – 9 TO COUNT

There are 2 separate Championships running concurrently throughout 2025.

1.2 Championship Ethos

The Championship is intended to provide an environment for the highest level of team-based kart Endurance racing in the UK where success is a result of the efforts and skills of the individuals in the teams. As such it is expected that teams will normally be formed of a regular group of drivers for the whole year and that each team largely operates independently of others and that teams do not collaborate or form alliances to advance the success of one team at the cost of others.

2. Championship Officials

The Race Organiser and representatives will be present at the event and will normally be contactable at Race Administration. Medical facilities will be present during official qualifying and race.

Race Organisers:	Bobby Hutchinson (Karting Promotions Ltd)
Race Director:	Bobby Hutchinson
Clerk of Course:	Bobby Hutchinson
Event Secretary	Mason Thomas
Assistant CoC	TBC
Chief Scrutineer/Technical	Bobby Hutchinson
Timekeeper:	BPEC
Paramedic Services:	To be allocated at each circuit.

Useful Contact information

Bobby Hutchinson	Race Director / Scrutineer	07740405773
Mason Thomas	Event Secretary	07968017920
Howard Lucas	Designated Tyre Supplier	07802758495
Paul Wilkins	RPM Engines	01283 575566
Russell Anderson	Dunlop Tyres	07970845117

3. Prices

6 Hours:

SUPER PRO / PRO / CLUBMAN £540 Per 6 Hour / £920 Double header *

ELITE TEAMS £650 Per 6 Hour / £1140 Double header *

12 Hour:

SUPER PRO / PRO / CLUBMAN £860 Per Team *

ELITE TEAMS £1080 per Team *

*Price includes official test day

If we have space on for additional karts on official test days this will be £120 per kart.

4. Race Procedure

4.1 Teams and their names must register for the Championship and completion of the necessary registration form supplying their preferred race number (subject to CR 8) and nominated drivers is a prerequisite of entry. Championship numbers will be subject to the organiser's agreement. Any new driver must be registered with a team. Teams will be allowed to run the necessary "A" plate for their class from winning the Winter A Plate. Running the "A" is not compulsory. If you wish you can run A, AA, AAA, AAAA in small letters with your number, your number should not be obscured.

4.2 Teams should normally consist of a regular group of drivers who do not vary significantly from round to round unless there are special circumstances such as injury, illness or other significant personal events. Additional drivers are permitted as needed to cover for absences of regular drivers. The swapping of regular drivers to and from teams in the same awning / group is not permitted UNLESS a specific request has been made and approved by a BPEC official. The request must be made to mason@club100.co.uk or via text / WhatsApp. A verbal request will not be accepted. Not making a request or not receiving approval will result in a 10 point penalty for that race.

4.3 A maximum time driven by any one driver is **60% - 3 hrs 36 mins** for a 6 hour race and **7 hrs 12 mins** for a 12 hours race regardless of the number in the team and depending on race distance. BPEC Organisers trust all teams to abide by this rule. Should it be brought to our attention and after our timing system checks if a team has gone over the 60% then the final decision will be at C.O.C discretion.

4.4 The rules relating to definition of a driver as a **SUPER PRO** or **ELITE** driver and the promotion of teams apply to BPEC 6-hour races, assuming the grid is larger than 20 overall, with 5 or more teams in both the **SUPER PRO** and **ELITE** classes. If the grid size is smaller than the above, then the race result will be ignored for these purposes.

4.5 For teams consisting of drivers who have all raced in BPEC for at least 6 races in total across the past 2 years, the BPEC Organisers reserve the right to assign the class which a team should race in.

4.6 SUPER PRO teams may only have 1 driver who has raced in the BPEC **ELITE** class in more than 6 races in total across the past 2 years.

4.7 PRO / CLUBMAN teams may only have 1 driver who has raced in the BPEC **SUPER PRO** class in more than 6 races in total across the past 2 years. The **SUPER PRO** driver is only permitted to complete a maximum of 50% of the overall race duration.

4.8 PRO / CLUBMAN teams may not have any drivers who have raced in the BPEC **ELITE** class (This includes 12-hour Events)

4.9 At the organiser's discretion, the top 3 teams in **PRO** class will be promoted to the **SUPER PRO** class respectively for the next season. The winner of the **CLUBMAN** Class will be promoted to the **PRO** class, and the winner of **SUPER PRO** Class will be promoted to the **ELITE** Class.

4.10 At the organiser's discretion, any **CLUBMAN** team run from a team awning, and finish in the top 3 of the **CLUBMAN** class, will be promoted to **PRO** class if they remain being run from a team awning for the next season.

4.11 Any team that achieves an overall finish in the Top 3 of the class one higher on more than 3 occasions in one season will be promoted to the next class up for the next season at the organiser's discretion (SEE BELOW)

CLUBMAN > PRO

PRO > SUPER PRO

SUPER PRO > ELITE

4.12 Teams new to the Championship should discuss and agree with the BPEC Organisers which class is most appropriate for them given their experience.

New Teams will be assessed at Round 1 and placed in the correct Class after looking at data. The organisers decision is final if agreement cannot be reached.

4.13 Any driver transfers for the 8 & 12 hr events are free of penalties, however strictly only 1 **ELITE** driver can race in a **SUPER PRO** team for the 8/12 hour event.

4.14 If drivers are unsure of the class they are categorised in, they should contact BPEC Organisers who will advise them of their category.

BPEC ORGANISERS RESERVE THE RIGHT TO CHANGE A DRIVER OR TEAMS CLASS IF DEEMED NECESSARY FOR FAIR COMPETITION FOR ALL. BPEC ORGANISERS WORD IS FINAL

4.14 Race details can be found on the website, and teams will be emailed with final instructions, prior to each event. These instructions will include any Bulletins / addendums to the regulations set out in this document.

The team “manager/primary driver” is responsible for adding drivers to the team’s entry in Alpha prior to each event and checking their transponder number is correct.

We highly recommend all members of teams join the WhatsApp group (<https://chat.whatsapp.com/BPyBja1JcUAC9HJF19vIRI>) information pre-event and during an event is posted there.

Maximum entries per round are as per NKA circuit track licence. Entries will be accepted on a first come, first served basis. Registration does not guarantee entry into an event.

5. Clerk of the Course/Event Officials

The Race Directors will use their best endeavours to ensure that the Championship Clerk of the Course is present at each round of the Championship, but this may not be possible. However, a Clerk of the Course will be appointed for each event. Deputies may also be appointed to assist. The Clerk of the Course will have full control over the event including the imposition of penalties. If any matter arises that is not specifically prescribed in these Sporting Regulations, and Technical Regulations, they may apply a ruling that is consistent with established principles in motor sport. Should there be any controversial item which is unclear in the Championship Regulations then the organisers will seek judgement of the Overall Race Director / Championship Organiser.

Alternatively, the Clerk of the Course may decide to apply his own or the track’s ruling. For matters that have been conveyed in writing, not during an event, for example, Championship point’s allocation, teams have seven days from the date of publication to make a written submission to the Championship Organiser, which will set out the cause of their disagreement. If the team and the Championship Organiser cannot

agree, they will submit their respective cases to the Clerk of the Course either in writing or in person, as they may decide, and they shall make a ruling which shall be binding on both parties. If the Clerk of the Course agrees to hear the dispute in person, they may restrict representation to one person per party.

The Clerk(s) of the Course appointed for the Championship and each event will have absolute jurisdiction.

The Clerk of the Courses decision is final and binding on each team and every driver.

6. Competitor/Team Eligibility

It may be an insurance requirement that all competitors be a Member of BPEC Driver's Club. If this turns out to be necessary, then membership will be introduced at the beginning of the season.

A competitor must satisfy the Clerk of the Course of his/her competence to race. The Clerk of the Course may exclude any driver whose practice times or driving are unsatisfactory. Competitors must comply with any requirement or bye law of the Circuit. The minimum age of any competitor is 16 unless otherwise stated in the Specific Race Regulations. Drivers under the age of 18 must ensure that all paperwork is countersigned by a Parent or Guarantor who must attend the event and be available to attend with the minor if the driver is required to be interviewed by an Official of the event or penalised by the Clerk of the Course. Any drivers found or reasonably suspected of having taken alcohol or any drug on the [I.O.C. list of prohibited substances](#) will be immediately excluded. This may also result in exclusion of the team. Karts used by disabled drivers must be identified in an appropriate manner. The minimum/maximum number of drivers and/or driver changes are stated in the Specific Race Regulations. Junior drivers - exemption can be made to the age limit if the organisers are satisfied of the competence of the driver, the parents sign the appropriate waiver and there are no objections from any other competing teams. Each individual driver will be treated on their own merits, there is no hard & fast rule. Each junior driver must be viewed by the race director and assessed in their ability. We reserve the right to withdraw consent for a junior driver at any time.

7. Team Names

Team names may be company names or otherwise but must not be considered by the race Director as offensive or rude.

8. Championship Race Numbers

Race Numbers will be allocated by the organisers. Competitors may not be able to have the number of their choice. Priority will be given in order of receipt of application.

9. Karts

Only karts complying with the Technical Regulations are eligible.

10. Apparel/Clothing

Drivers must wear suitable protective clothing whilst racing. All clothing must be in good condition free from holes, tears, etc., and to the satisfaction of the Scrutineer. Kart race suits bearing current registration marks are acceptable. Drivers are advised to wear under garments that provide fire resistance. Race suits must be securely fastened and must be properly done up whilst racing. Waterproof over-suits may be used provided they are over an approved race suit. Proper racing boots are recommended, all footwear should provide ankle protection. Gloves, either fabric material or leather, must be worn. Neck braces and rib protectors are recommended. Drivers must wear a full-face crash helmet that fits correctly and is correctly fastened at all times.

Competitors are required to keep their helmets on, fastened and their other protective clothing in place until they are clear of the boundaries of the racing circuit. Competitors must not carry bum bags, tools, weighted belts, or any type of GO PRO on the kart or crash helmet or any internal helmet camera. Radio Comms are permitted to be used, however, CLIP ON / STICK ON ONLY and NO BOLT ONs are allowed. In your own interests you are advised to remove from your person whilst racing, watches, coins, combs, jewellery or the like, and earrings.

Hoodies, or any hooded item of clothing are banned items on track - wearing one will result in an immediate black flag.

Please refer to Motorsport UK NCR 2025 Chapter 18 Appendix 7 sections 3 & 4 & Chapter 9 – when buying new equipment this is the standard recommend for your Helmet / Clothing. Equipment meeting these standards is recommended.

11. Event

The Race Organisers have arranged Kart Endurance race(s) to be held under the provisions of these Sporting Regulations, and the Technical Regulations.

12. Entries

Entries must be made through the Alpha Booking System using the registration form. The correct entry fee must be paid no later than 7 days prior to race day. Competitors are reminded that the Entry Form includes an undertaking that they will comply with and abide by these Regulations, the Championship Regulations, the Specific Race Regulations, the Technical Regulations, and the decision(s) of the Clerk of the Course. Entries will be accepted on a first come, first served basis up to the maximum number of teams stated in the Specific Race Regulations. The Race Organisers have the right to refuse an entry for whatever reason.

13. Entry Fee Refunds/Cancellations

A deposit of £50 per round is due upon registering for 2025. This deposit will be non-refundable. Failure to pay the deposit will result in teams not being guaranteed entries to rounds requested.

Full refunds of entry fees (not the deposit) or the option to re-schedule will be offered no later than 5pm on the Monday two weeks prior to each event.

14.1 Cancellations received after this date but before 5pm on the Monday prior to the event will be offered a 50% refund or 50% transfer to a future event.

14.2 Cancellations received after 5pm on the Monday prior to the event will lose full entry fee/deposit paid.

14.3 'No-shows' on the day of the event will lose full entry fee/deposit paid. Any non-paid deposits for an event requested entry on the registration form will be added to you next race entry.

**CANCELLATIONS WILL ONLY BE ACCEPTED IN WRITING BY EMAIL TO –
MASON@CLUB100.CO.UK.**

14. Cancellation of Events

The Race Organisers may cancel the event if the number of entries is insufficient to make the event worthwhile, or due to Force Majeure. The organisers will attempt to re-schedule an alternative date. Should any team not be able to attend the new date a full refund will be made.

15. Signing On/Admin

Upon arrival at each event, teams must report to Race Administration to "Check In", complying with the Race Organiser's established procedure. Teams are required to read any briefing notes, and driver's disclaimer signed via Alpha Booking System prior to race weekend. Should any driver, who has not signed on for that event, take to the track in official practice or the race a penalty for the team 1 lap deduction at the end of the race.

16. Fuel

All teams are required to supply 20 Litres of unleaded fuel in a suitable fuel can (preferably jerry can) per 6-hour race. (2 x 20 Litres for Double Header & 12 Hour) This is required to be delivered to the fuel bay/marshals the day before race day at a time specified in the itinerary. Failure to do this by 5pm on practice day will result in a team penalty. It is a team's responsibility to ensure they have enough fuel cans at the start of the season for practice and race fuel. Please ensure your fuel cans are in good condition. BPEC will supply the rest of the fuel. Octane boosters or other additives are not permitted, and fuel samples may be taken and tested at any time. Fuel tanks should be drained prior to pre-race scrutineering and will be filled before commencement of qualifying and again before commencement of race (if required or permitted).

17. Scrutineering

All teams must complete an online **SELF SCRUTINEERING CARD** with the Chassis make and serial number, engine numbers and the seal numbers, it is a compulsory

requirement that all teams run a BPEC logo on their front Nassau panel this is a compulsory. The kart must be carrying the maximum ballast with which it will race, securely attached. An inspection may follow, which will include recording a transponder number for the team. The team/ driver is responsible for ensuring the kart is in a condition that is suitable for the circuit conditions and speeds likely to be reached.

18. Example Event Itinerary 6 hours

Official Test Days

09:00 – 16:00: (30 Mins Lunch Break 12:30-13:00)

6 Hours Races

09:00 – 09:30: Qualifying

10:00 – 16:00: Race

16:30: Presentation

Admin will be open from 08:00 Saturday morning of each event.

Each event will have specific schedules that will be emailed to teams before the event.

12 Hour Itinerary will be announced when available.

19. Practice / Testing

Each driver must complete a minimum of three laps of the circuit to familiarise themselves with the layout of the circuit and pitlane geography. For drivers that are unable to attend practice day, a minimum of 3 laps during qualifying will be required.

20. Grid positions

The team with the fastest lap in Qualifying will be in pole position, Karts will be lined up in grid formation. The grid will be closed five minutes before the planned race starts. Only the driver and officials are allowed on the circuit from this time until completion of the race. Any team not in position at this time will start from the pit lane and join the race behind the last driver on the grid. Karts that become out of position may resume their grid position during the rollup lap(s). Any karts that spin on the rolling up laps need to take up position at the back of the pack. We are not obliged to wait for any teams failing to remain in formation on the rolling laps.

21. Race Starts

The start procedure will be decided by the CoC. The types of starting are Le Mans style start, standing start, or the usual **Rolling Start**. If the Start is a ROLLING START, then when signalled to do so, the drivers will set off at a steady and even pace on a rolling lap. As they approach the start line the start lights will be switched to red and if the starter is satisfied with the relative position and speed of teams, they will switch the lights to green to signal the start of the race. If the pace is too quick or drivers are not in

formation, the lights will remain red, and the karts will complete another lap in formation and approach the start-line again. If the start lights fail or are not used, the start will be indicated by showing the grid the national flag and on the next rolling lap a start will be indicated by raising the national flag. If pole driver or number two is considered to be going too fast or another driver breaks formation, the team will be penalised in accordance with the List of Penalties. Weaving, falling back in order to accelerate, or practice starts on the rolling laps are not permitted. Alternatively, in certain circumstances and at the Clerk of the Courses discretion, the rolling lap(s) may be controlled by a pace vehicle.

22. Jump Starts

When a team/driver jumps the start, which is determined by the start line computer, including breaking formation or loading before the start line, this will result in a penalty for teams. The COC will call a false start OR penalise the offending driver(s). A cone may be placed down the middle of the grid for the starting lap.

23. Timing and lap scoring

Timing and lap scoring will be computerized, utilising small electronic transponders fixed to each kart. Any person found attempting to tamper with this equipment will be excluded, along with their team. Holders for the transponders may be purchased from the Race Organisers (if available) and must be securely attached to the kart with cable tie(s) **OR** at least one bolt. It **MUST** be attached to the rear of the seat. Holders should not be attached to a metal floor tray or placed over a frame tube or near lead ballast. Transponders can be hired from the organisers **for £20 per 6 hours/£40 for double headers** and must be returned before competitors leave the circuit. Replacements for stolen, lost, or damaged transponders will be charged to the team at the price of £400 +VAT. In the unlikely event of failure of the timing system the race will be stopped. The re-starting order will be the last available printed race order.

23. Digi Flag / Flag Signals

Competitors are reminded that all flag signals must be obeyed, and a list of flags and their meanings is appended hereto.

24. Drivers/Fuel Stops

A minimum of 2 drivers per team is required.

24.1 A minimum of 4 fuel stops will be required per team over the duration of a 6-hour race, no minimum stops are required for 12.

24.2 Drivers must not remove the fuel cap on the approach to the fuel bay and the cap must be fitted before leaving the fuel bay. If a cap is not properly tightened and falls off on track a mechanical flag will be displayed.

24.3 The refuelling bay will be operational before qualifying and then close 5 mins before the end of the race. You can refuel between qualifying and the start of the race.

25. Classes

ALL CLASSES MUST RUN THE APPROPRIATE COLOUR NUMBER & BACKGROUND ON BOTH FRONT & REAR

ELITE - Semi-supported or professionally run teams (**Yellow backgrounds, black racing numbers**)

SUPER PRO - self-run experienced teams (**Red backgrounds, white racing numbers**)

PRO - Clubman teams that have progressed from Novice up to the more experienced end of Clubman (**Blue background, white numbers**)

CLUBMAN - Novice teams & hire teams and any new teams joining the series (**Black background, white racing numbers**) The Clubman Class is intended as an introduction to Endurance Racing. It is not intended to spend an inordinate amount of time finding the “sweet spot” of kart set up, clubman hire teams will be able to get involved in kart set up during practice. They will be fully supported in terms of Driver Changeover/Weight and mechanical difficulties as well as strategic Driver order and time of substitution.

JUNIORS (165 kilograms) – Age 11-15 years (must be in 12th birthday year) in very exceptional circumstances a driver of 16 yrs. of age may be considered. The driver must satisfy the CoC that their driving would not present a danger to other competitors or themselves. Since their physical build is likely to be slight because of their age then a new weight limit (165 kgs) is put forward to prevent disproportionate amounts of weight to be distributed about the kart. This in turn presents other problems (mainly acceleration) and a 15mm restrictor to be fitted.

26. Breakdowns on track

Karts which have broken down must be returned to the pit area, no repairs to be undertaken on track. If not able to be driven they shall be pulled to a place of safety, clear of the race traffic. Under no circumstances are karts to be pushed back to the pit area along the circuit. This is unsafe for the driver and a hazard to the other competitors. Subject to obtaining prior consent of the Clerk of the Course, other signed-on team members may be permitted on the circuit (during this period they must wear HI VIS clothing) to assist with the recovery of the broken kart which may be pushed on a trolley or carried alongside the track edge (in the same direction as the race unless otherwise directed) but only when that sector of track is controlled by a stationary yellow flag. A marshal's instruction must be complied with. The Clerk of the Course may decide to control the race with a pace vehicle or yellow and issue his directions concerning the recovery of a broken kart. (See also the Technical Regulations).

27. Full Course Yellow (FCY) Procedure

27.1 When a Full Course Yellow (FCY) is required to neutralise the race after an incident, the Battenberg flag will be shown at every marshal post on track. All karts must immediately slow to a pace commensurate with a yellow flag.

27.2 The will display a board with the number of the race-leading kart near the pitlane exit, this kart will become the “Control Kart”. They are then expected to slow further to enable all karts to form a train behind. Karts must attempt to catch up to the back of the train, paying particular attention to any incident on track. If a kart doesn't not make a reasonable attempt to catch up, we will not wait before restarting the race.

27.3 If the lead kart pits during this procedure, the pitlane will update the board with the next kart on track, who will assume the responsibility of the Control Kart, regardless of their position relative to the leader in the race. They will then be expected to slow their pace to allow the train to form or retain their pace if already behind the previous lead kart. This will continue for as long as necessary. Failure to slow to a reasonable pace until the train has formed will result in a 30 second penalty. It is incumbent on the control kart to reduce speed sufficiently to allow the formation of a ‘pack/train’. Failure to reduce speed, in an effort to promote a race advantage, compromising the safety of the FCY procedure, will result in a 30 second penalty.

27.4 Once the field has successfully formed behind the Control Kart, the field will continue to circulate at the slowed pace in single file behind the Control Kart until the incident has been cleared. Any karts that have pitted must still circulate at a speed commensurate with a yellow flag situation. Any driver that does not respect the slowed pace throughout the FCY procedure will also be assessed with a 30 second penalty for unsafe driving. Where it is deemed safe officials / observers may encourage an increase in speed to enable a driver to catch up to the pack.

27.5 There is no obligation of the Clerk of the Course (CoC) to wait for the entire pack to be together, the FCY is to neutralise the race to enable the safety of Officials / Marshals / Observers / Drivers. Once the incident is clear the CoC will instruct Race Control when to restart the race.

27.6 Once the incident has cleared and the circuit is deemed safe to continue racing, the digi flag will show a green flag as the pack approaches, the race must continue with a single-file green-flag restart until the start line of the circuit. Overtaking will not be permitted until after the start line.

27.7 During the FCY procedure, any driver driving slowly enough to disrupt the formation of the field, or to leave an exaggerated gap during the restart, will be judged to have deliberately manipulating the outcome of the race, and assessed with a 60 second penalty.

27.8 GREEN – Once the Clerk of the Course is happy to re-start the race, this will be signalled with a green flag. Karts may not overtake until they have crossed the start/finish line where the green flag will first be displayed.

28. Penalties

Digressions from Race Regulations will be penalised in accordance with the List of Penalties. Other matters will be at the sole discretion of the Clerk of the Course and may vary from a verbal warning to a driver, to exclusion of the whole team from the Championship. The Clerk of the Course is empowered to penalise teams for not complying with the Sporting Race Regulations or Technical Regulations. The List of Penalties can be found at the end of the Sporting Regulations.

29.1 During the period from commencement of a time penalty until completion, no work may be carried out on the kart.

29. Refuelling Stops

Refuelling during racing is an essential part of endurance racing and the following rules are to effect minimum risk to drivers and others in the location whilst refuelling is carried out. Under no circumstances is anyone, other than 2 team members allowed to assist in fuel stops (disabled teams will be assessed).

This may include pushing kart into fuel bay, switching off engines and restarting, removing/replacing fuel cap. This is a strictly **No Smoking Area** and is an area prohibited to the public or competitors. There will be two fuel bays open during any 6/12-hour event. Should the entries fall below 35 we will revert to only having 1 fuel bay open.

29.1 Refuelling must only take place within the area designated by the organisers as the “refuelling area”.

29.2 Maximum of 2 team members will bring the kart to the refuelling area at walking pace. The driver or team member will stop and switch off both engines before alighting from the kart, removing the fuel tank cap(s), placing them in the kart seat and pushing the kart into final position. The driver or team member will then hold a fire extinguisher (provided by the organiser) and be ready to use it.

29.3 The Organiser’s Fuel Marshal(s) will fill the tank. The driver or team member is to remain in readiness with the fire extinguisher. When signalled, the driver or team member will replace the fire extinguisher and check that the fuel cap is in place and secure. They may then push the kart forward out of the refuelling bay. Once clear of the designated refuelling area, they may restart the engines and, after seating, continue with the race.

29.4 A driver must not get back into the kart until the designated restarting point. If they do it will result in a 20 second penalty.

29.5 No work to kart (e.g. weight change, lubrication of chains, adjustment of side pods etc.) or driver change is permitted in the “refuelling area”.

29.6 A fuel stop is defined as bringing the kart to a halt, removing the fuel cap, and having the nozzle of the fuel dispenser placed into the neck of the fuel tank. At that point the team member can decline any fuel being dispensed, have the nozzle removed, replace the fuel cap, and leave the fuel area.

29.7 The fuel bay will close **5 MINS BEFORE THE END OF THE RACE.**

29.8 Teams not completing 4 mandatory stops will receive a 10-lap penalty per missed stop.

29.9 Restarting engines before the designated point (determined at each track’s briefing and pit procedure instruction video distributed to teams before the race via the BPEC WhatsApp group) after refuelling, will result in a 5 sec penalty.

30. Kart Speed & Safety in the Pitlane

Karts must be driven / pushed at a safe and controlled speed within the pitlane. Drivers must maintain full control of their karts at all times, avoiding any sudden movements or manoeuvres that could endanger other drivers, team members, or spectators. Any unsafe driving behaviour within the pitlane, including but not limited to:

- Loss of control of the kart.
- Reckless or aggressive driving.
- Hitting pit lane "furniture" designed to reduce speed of karts.
- Endangering other drivers or personnel.

Will result in a 20 second penalty.

31. Repairs/driver changes

Repairs may only be carried out in the designated pit area. Any team obstructing another team or teams will be penalised. Driver changes will also take place in the designated pit area. Drivers may change as frequently as desired, unless otherwise stated in the Specific Race Regulations. A total of 4 persons including the new driver may be involved in a driver change to assist with starting engines, adding, or removing ballast, fitting seat inserts etc.

32. Repairs during race stoppage (Red Flag incident)

During a RED FLAG incident, the Pit Lane entrance and exit will be closed. Teams requiring working on their karts are not permitted to remove their karts from the circuit until the rolling lap commences. The karts should be positioned adjacent to the pit entrance from the circuit and weighed upon entering. Karts in the pits at the time of race stop will remain there until the race has restarted and they will join the back of the grid.

33. Retiring from Events

If a team decides to retire during the duration of the event (DNF) the kart will **NOT** be allowed to re-join the circuit. If they do so this will result in a DQ. A representative from the team who wants to DNF **MUST** inform a member of staff in the Pits. If a team changes tyres this will automatically result in a DQ (except in 24-hour race or any other announced format that includes tyre changes)

34. Controlled Tyres

Slicks – DUNLOP SL1A tyres must be used from the series tyre supplier. Controlled new tyres must be used at each round for qualifying and race.

34.1 Tyre Allowance

Slicks:

6 hour - 1 set (Double Header 2 sets)

12 hour – 1 Set

35. Driving karts when not on the circuit

Karts must be stopped and pushed once they are safely clear of the track. It is permitted to drive them through the pit lane but only at a walking pace (e.g. 2 mph). They are not to be driven in the paddock area. Competitors are reminded that all circuits have restrictions concerning noise. It is the competitor's responsibility to ensure that engines are not started before or allowed to run after the times permitted by the circuit as published in the Event Schedule for each round. Miscreants will be dealt with most severely and may even be excluded.

36. Re-joining the circuit

Drivers must comply with the instructions of the pit lane marshal (when present) and not re-join the circuit until it is safe to do so or block or otherwise interfere with karts moving in the pits or racing on the circuit.

37. Weighing

Scales will be available for use prior to race commencement. They will be situated at a suitable point and karts must be weighed each time they leave the circuit. Drivers must stop before the scales and either drive or push on when signalled to do so by the marshal. If underweight, they are to be weighed again but priority will be given to other karts following. Penalties for being underweight are in the List of Penalties.

38. Red Flags

38.1 In the event of a red flag, all drivers must slow to rolling-up pace and stop in SINGLE FILE where directed. NO OVERTAKING. Any drivers failing to stop in single file will be relegated to the back of the line.

38.2 The race director has the discretion to declare a result whenever a red flag occurs if the circumstances require this. This applies to any length BPEC endurance race. This is regardless of any teams outstanding fuel stops. Wherever possible the race will be run to full length but if this is not possible it will be declared after the red flag.

38.3 Pitlane – Any refuelling of karts in the fuel bay will pause. Any karts in the pits will not be released on to the track. Any karts in the pit entrance before the fuel bay will be paused at the cone at the entrance to the fuel bay.

Any karts being repaired in the pitlane will pause.

Any karts that are in the paddock being repaired may still be worked on. However, they cannot re-enter the pit lane and must wait at the entrance until permitted to enter.

38.4 The race clock will continue to run throughout the red flag incident.

38.5 The kart leading the race overall will be identified. Any karts stopped in front of the lead kart will be sent across the timing loop to join the back of the line. The pit lane entry will be closed; these karts may not enter the pits to refuel.

38.6 Karts which have been involved in the incident, but have not incurred any damage, can join the back of the line once the kart has been checked and cleared by the event scrutineer or his/her assistant. If a driver requires medical attention, a teammate can take the re-start. Any driver injured in the red-flag incident must be cleared by the paramedics prior to taking any further part in the event.

38.7 Any damaged karts will be removed from the circuit to the pits. Work will not commence until the battenburg/full course yellow flags have been displayed in preparation of the race re-start.

38.8 Battenberg Flag – Karts will be started in single file and must circulate using the full circuit, unless directed otherwise, at rolling-up pace. Any karts that were paused re-fuelling can complete at this point and on completion of fuelling exit the pit lane and re-join the back of the line. Any karts that were being repaired in the paddock and have completed their repairs, may enter the pit lane, start up and enter the track and join the back of the line.

38.9 Once all karts are circulating in single file, the pit lane entrance and exit will re-open and karts will be permitted enter the pits to refuel. Karts exiting the pits must join the back of the line once the last kart has past the pitlane exit and may not overtake. The pit lane exit will temporarily close each lap as the main pack passes, to prevent karts joining the middle of the field.

38.10 GREEN – Once the Clerk of the Course is happy to re-start the race, this will be signalled with a green flag. Karts may not overtake until they have crossed the start/finish line where the green flag will first be displayed.

38.11 Teams are reminded that due to the geography of circuits, coupled with the above fair play procedures, there will be winners and losers during any red flag, but the organisers must and will always prioritise safety.

39. Race Finishes

A final lap board / digi flag will be displayed with 1 lap to go. Then at the end of the race, which shall be when the race leader crosses the Start/finish line after the end of the prescribed duration, the chequered flag shall be shown at the start/finish line. Drivers will slow, remaining in the same order and make their way back to parc ferme in the paddock area. Overtaking is not permitted after the chequered flag.

Pool engines must be removed in Parc Ferme after the race, if they leave Parc Ferme at the end of the race you will be DSQ from the event.

40. Results

All results will be published by the Race Organisers. The Awarding of trophies will take place 15-30 mins after the Results are published and verified.

Drivers are entitled to drop these scores when selecting their best. However, a serious transgression could result in exclusion and have a serious effect on a Championship score. This (or these) scores must form the Championship score and cannot be dropped or modified. It is likely at the issuing of such notices that the driver/team will be informed of this action. *Driver Change Penalty points will be added at the end of the season to the Championship Table.* A DQ round can NOT be dropped.

41. Championship Points

Only Teams registered with BPEC can score points.

Points for the Championship will be scored as follows **PER CLASS** in the 6 hours and 12 hour Championships. The Overall Championship will be scored using the points system as previous years (i.e. overall result at each round)

1st	65	7th	41	
2nd	58	8th	39	
3rd	53	9th	37	
4th	48	10th	36	
5th	45	11th	35	
6th	43	12th	34	down to position 45th scoring 1 point

Bonus points

1 point for Fastest in Qualification (Pole) **IN EACH CLASS***

1 point for Fastest Race Lap **IN EACH CLASS***

*If 1 or more teams in a class set the same fastest lap, in qualifying or the race, the team that set the time first are awarded the point.

42. Awards

Awards Trophies/Cups will be provided by the Race Organisers for

1st, 2nd and 3rd place in Elite, Super Pro, Pro & Clubman Classes

Other awards may be announced.

43. Championship

Teams may take part in all events. In the event of a tie the greatest number of races wins from the OVERALL CHAMPIONSHIP TABLE will be the decider, based on all championship events. In the case of this remaining tie, overall 2nd places, then 3rd places etc will be used. If for reasons beyond the organisers control a round is cancelled and cannot be rescheduled, the number of rounds counting towards the Overall result will be reduced. Regardless of the number of rounds run, the lowest scoring round for a team will be taken as their “dropped score” unless there are less than 4 rounds run in which case all scores will count.

44. Behaviour of Competitors

If a competitor or team member is deemed by the Clerk of the Course of bringing the Sport into disrepute using abusive language (this includes hand gestures), threatening behaviour, assault, or threat of assault or has driven dangerously or recklessly, the driver will be excluded from the event and the team will incur a 10-lap penalty. For very serious indiscretions the whole team may be excluded from the event or series.

45. Go Pro/Cameras

No cameras/Go Pros are allowed during official BPEC Qualifying/Racing. Cameras **MUST NOT** be mounted on helmets.

46. Driving Standards/Sporting

Drivers must always conduct themselves in a manner consistent with the general safety of themselves and others. Drivers are reminded that there is considerable variation in the skill and pace of drivers. Slower drivers must pay attention to the faster drivers catching them and should indicate which side the faster driver should pass by pointing. Faster drivers must take care passing slower drivers. The organisers advocate a raised arm signal on approaching a yellow (or red) flag or slowing to leave the circuit. Drivers must obey the signals and instructions of officials and marshals of the event. A summary of flags that may be used and their meanings is appended. Exaggerated

blocking or weaving to prevent a faster driver from passing is not permitted. Competitors are reminded that the edge of the track is marked by white lines (or in the absence of white lines, the edge of the track surface). Karts should not drive off the edge of the track and a driver doing so and gaining advantage will be penalised. Any driver seen persistently, or deliberately missing corners may be black flagged. If a kart leaves the circuit either accidentally or deliberately, the driver is to re-join at a point nearest to the place where they left the circuit. Any driver observed using a “cut through” will be deducted that lap and penalised one additional lap.

Penalties

The following penalties will be applied by the Clerk of the Course, his deputy or his assistants. This shall not be considered an exhaustive list.

ANY TEAM THAT REFUSES TO SERVE A BLACK FLAG PENALTY COULD RESULT IN A DQ FOR THE TEAM OR COULD EVEN RESULT IN A RED FLAG FOR THE EVENT.

Gaining a single place advantage as a result of deliberate contact with another kart (Bump & Pass):	10 SECOND PENALTY
Contact driving by forcing another driver to run wide and compromising the offended driver's position:	10 SECOND PENALTY
Gaining an advantage by contact which results in and is responsible for a driver(s) coming to a halt:	20 SECOND PENALTY
Gaining an advantage by contact which results in multiple karts coming to a halt. This applies if the offending driver also comes to a halt (Multiple take out):	40 SECOND PENALTY
Overtaking under a yellow flag:	30 SECOND PENALTY
Losing control and spinning under a yellow flag:	30 SECOND PENALTY
Speeding under yellow flags – no warnings straight penalty:	30 SECOND PENALTY
Speeding under yellow flags in qualifying:	LAP DEDUCTION
Deliberate use of contact after 2 warnings – 3rd:	20 SECOND PENALTY
Deliberately forcing another driver off the circuit:	20 SECOND PENALTY
Deliberately blocking other drivers from overtaking, i.e changing direction more than once on any one straight:	10 SECOND PENALTY
During qualifying blocking another driver or deliberately impeding:	3 PLACE GRID PENALTY
Omitting any part of the circuit:	ONE LAP DEDUCTION
Deliberately jumping the start:	10 SECOND PENALTY
Exceeding track limits after 1 warning – 2nd:	10 SECOND PENALTY*
Deliberately loading a kart at start OR Breaking Formation:	10 SECOND PENALTY
Unsafe release:	10 SECOND PENALTY
Failure to make starting grid:	START FROM PIT LANE

Overtaking during formation laps (other than to regain starting place):	C.O.C DISCRETION
Delaying the start:	C.O.C. DISCRETION
Aggression to officials or competitors by competitor or any member of party:	INDIVIDUAL EXCLUDED AND 10 LAPS PENALTY
Hooded clothing worn on track:	IMMEDIATE BLACK FLAG
Driver not signed on and taken to the track in official practice or race:	ONE LAP PENALTY APPLIED TO END OF RACE
Bringing the sport into disrepute:	INDIVIDUAL OR TEAM EXCLUSION
REFUELLING / PIT STOPS	
Pit lane speeding / safety:	20 SECOND PENALTY
Obstruction in pit lane:	10 SECOND PENALTY
Starting engines too soon after re-fuelling:	5 SECOND PENALTY
Driver in kart between refuelling and designated engine start point:	20 SECOND PENALTY
Engine not switched off:	REFUELLING REFUSED
Remaining in kart in refuelling bay:	REFUELLING REFUSED
Not manning fire extinguisher:	REFUELLING REFUSED
Smoking in the refuelling area:	EXCLUSION (RACE)
NOT Using Controlled Fuel (During Race):	EXCLUSION (RACE)
Weighing procedure:	1 LAP PENALTY
60% driving rule:	5 LAP PENALTY

* Track limits during qualifying will result in that lap being deleted.

All timed penalties will be served at teams next fuel stop on first come first serve basis. Offending team will take fuel then must enter penalty box to serve penalty. If all mandatory fuel stops have been completed, the penalty time will be adjusted on the timing system to the offending team at the end of the event.

Kart Technical Penalties

Tampering with fuel	
Fuel First offence:	EXCLUSION (RACE)
Fuel Second offence:	EXCLUSION (SERIES)
Failure to provide Race Fuel:	START AT BACK OF GRID *****
Running out of fuel:	1 LAP PENALTY
Running out of fuel during qualifying:	BACK OF GRID
Fuel cap missing on track:	MECHANICAL FLAG
Tyres (not controlled):	EXCLUSION
Underweight During Qualifying:	START FROM PIT LANE OR BACK OF GRID
Underweight During Race First Offence:	1 LAP PENALTY PER KG or part of kg
Underweight During Race 2 nd or more times:	2 LAP PENALTY PER KG or part of kg
Underweight Post-race:	1 LAP PENALTY PER KG or part of kg
Non-compliant Chassis and/or dimensions:	EXCLUSION (RACE)
Non-compliant Engine:	EXCLUSION (RACE)
Non-compliant Transmission:	EXCLUSION (RACE)
Non-compliant Brakes:	EXCLUSION (RACE)
Non-compliant Bodywork:	EXCLUSION (RACE)
Non-compliant Chassis Construction:	EXCLUSION (RACE)
Non-compliant Fuel System:	EXCLUSION (RACE)
Incorrect fitment of, or no fitment of weighted seat insert:	20 SECOND PENALTY

ALL OTHER MATTERS AT THE CLERK OF THE COURSES DISCRETION

FLAGS

Marshal Posts



Green Flag - All Clear



Stationary/Waved Red Flag Stop where directed



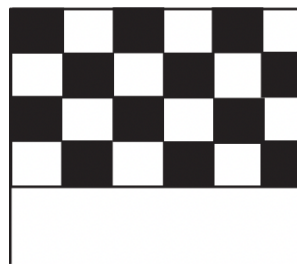
Waved Yellow Flag - Danger. Slow down considerably. Be prepared to suddenly change from the projected racing line or take other evasive action including stopping if necessary.



Slippery Surface - Slippery surface ahead



Battenberg /Full Course Yellow - Danger. Slow down sufficiently to ensure that full control of the vehicle can be retained, No overtaking. Proceed at half race pace or as directed.



Chequered Flag Waved - End of session / race, all teams to stop racing and return to pits.

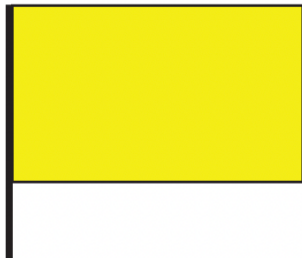
Start Line / Digi Flag



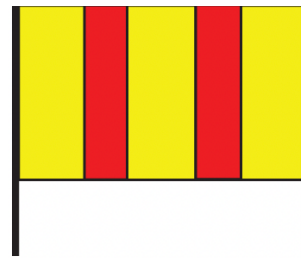
Green Flag - Race start / All Clear



Stationary/Waved Red Flag Stop where directed



Waved Yellow Flag - Danger. Slow down considerably. Be prepared to suddenly change from the projected racing line or take other evasive action including stopping if necessary.



Slippery Surface - Slippery surface ahead



Battenberg /Full Course Yellow - Danger. Slow down sufficiently to ensure that full control of the vehicle can be retained, No overtaking. Proceed at half race pace or as directed.



Contact - Contact warning



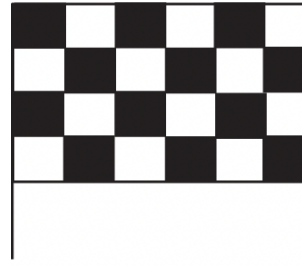
Green/Yellow chevron - False start



Black/Orange Disc - Mechanical defect flag, return to pits



Black Flag - Penalty



Chequered Flag Waved - End of session / race, all teams to stop racing and return to pits.



BPEC 2025 - TECHNICAL REGULATIONS



1. Fixed Gear Ratios

Gearing for each event is fixed as follows:

GX200 Engines

64 rear sprocket (20 x 64)	Clay / Whilton
64 rear sprocket (22 x 64)	Wigan
66 rear sprocket (20 x 66)	Ellough / Llandow / Rowrah / Warden Law / Rowrah
66 rear sprocket (22 x 66)	PFi / Shenington / GYG

2. Weight

The minimum weight for GX200 extreme (owner/driver) kart and driver is 185 kgs at all times, during qualifying and racing (this may be adjusted during the year with 1-week notice).

Junior teams will have a reduced minimum weight of 165kgs but are required to use the 15mm restrictor.

3. Kart Illumination

Any lights fitted are subject to consultation with the scrutineer or COC. If lights are fitted, they must not flash or in any other way be a distraction to other drivers and have a secure fitment. If C.O.C judges too bright they may ask to be removed.

4. Tyres

Dunlop SL1 Slicks

5. Engine buy-back

SUPER PRO/PRO/CLUBMAN & JNR PRO within this BPEC Series are designated as “buy-back”. For these classes, the following additional rules will apply: A Competitor (The Claimant), who can only be another competitor entered into that event on that day, can require an engine or engines, used in that event, to be sold by the user or owner, to The Claimant. It is a condition precedent to acceptance of registration for the Championship Class and entry to each meeting that any driver competing shall have the right to purchase any other driver’s engine(s) in accordance with the procedures set out herein. Similarly, all drivers agree by entering the event to be in agreement to sell their engine(s) in accordance with the following. Notice of Intention to purchase an engine shall be in writing. The Claimant must state which engine(s) they wishes to purchase by noting the driver (or team) name and race number and the Claimant’s (or team) name and race number. The Notice of Intention must be lodged with the CoC before the final race (for this class) of the day ends (whether by Chequered or “Red flag”). In the event that more than one Claimant wants the same engine(s) then the CoC will decide, by who lodged the earliest notice of intention and payment in full. The Claimant may only claim one engine or pair of engines during any race meeting. The

engine(s) purchased may only be subsequently used by the Claimant i.e. they cannot be repurchased or used by the previous owner. A claim cannot be made between team members. The CoC shall advise the other competitor (team) of the Claimants request as soon as reasonable but, in any case, before the karts leave parc fermé after an event. Engines cannot be claimed after this. The Claimant shall lodge the “Buy Back Price” (stated in the Schedule of Particulars), in cash with the CoC, no later than thirty minutes after the end of the race (for this class and in which the Notice of Intention to purchase was issued), or before this class has been released from Parc Ferme, whichever is first. The “Claimed” engine remains the property of its owner until such time as any post-race scrutineering checks have been completed satisfactorily. In the event that there is any discrepancy found, then the CoC may decide not to proceed with the “Buy Back” arrangement and return the cash deposited to the Claimant. Nevertheless, it is not a prerequisite of the claiming process that engines need to be or must be inspected. The Claimant understands that the engine purchased will be in its post-race condition or (if inspected by the Scrutineers) may be disassembled partly or in total. It is the responsibility of the Claimant to reassemble, and all costs associated are the Claimant’s. If a driver (or team) refuses to hand over any engine, parts, (whether professed to be lost or stolen) or damages same, then the matter will be considered as an admission that the engine is not eligible, and the driver shall be excluded from the results of that race meeting and forfeit all Championship Points accumulated to date. In such cases the Organisers may refuse any further entry to the competition or Championship.

It is expected that there will be a paper record of the transaction. It will record the date and time of the first Notice, The time that the money is lodged with the CoC, The name of the Claimant, The name of the engine owner, The unique engine number, A statement to the effect that neither the engine owner or the meeting organisers accept any responsibility for the suitability, eligibility, compliance, or otherwise - i.e. “caveat emptor”. The paper record shall be signed by the Engine Owner, The Claimant and the CoC and copies provided to each and the Organising Club.

6. Schedule of Particulars

The “Engine” for the purposes of these regulations is complete but with the over-engine fuel tank removed, pull starter rotated, governor mechanism removed, vacuum take off applied and cam gear optimised, bore prepared, appropriate valve springs and modified exhaust. It shall be provided with an engine cover, fuel pump and relevant piping. Oil, engine mounts, throttle linkage and clutch are not included. From 2020 engines may have billet rods and lightweight flywheels fitted. Teams will be required to pay the like for like price. **The agreed price for engine buy back in 2025 will be £2750 for a pair of engines.** Pool Engines are **NOT** for sale or **BUY BACK**. They remain the property of RPM and must be returned at the end of the race to BPEC.

It is intended that this price remains fixed for the 2025 season; the commercial element and financial transaction will be a matter between two persons, The Claimant and the seller. The only function of the CoC, race director, promoter or other BPEC organising

member will be purely to monitor this transaction, they will not be held responsible for the transaction.

A failure to complete the buy-back process by refusal to sell an engine when so requested will result in a penalty which will range from being compelled to move to a different class and losing all points to that date, to being excluded from the series completely, at the discretion of the organisers. The organisers reserve the right to buy back any competitor's engine (from Buy-Back classes) at the end of any event.

Please visit the full RPM Engine regs.

7. Clarification

If you require further information or clarification of any Championship Regulations, please contact the organisers via email – mason@club100.co.uk.

TECHNICAL (T)

1. Scrutineering

- 1.1.** Competitors should work on the basis that if any process is not clearly stated as being permissible, then they should accept that it is illegal and seek clarification from the Scrutineer.
- 1.2.** Karts must comply with these technical regulations at all times during official practice and racing. It is the competitors' responsibility to ensure that their kart complies.
- 1.3.** Technical checks may be carried out before, during and after qualifying and racing. The scrutineers are empowered to undertake any form of verification they deem necessary.
- 1.4.** The scrutineer may select one or more karts at any reasonable and appropriate time from which the engine(s) shall be removed. They also reserve the right to take away an engine or engines for inspection and/or dynamometer testing if they wish. Engines may be returned to competitors without reassembly.
- 1.5.** If an infringement has been found to exist, the driver is liable for an inspection fee in addition to any penalties.
- 1.6.** Karts must be recognised as Pro Karts and have originated as a Pro Kart, by the manufacturer's definition and specification. The kart must satisfy the scrutineer that it is safe, is of a construction strong enough, has brakes, wheels and steering adequate for speeds likely to be attained. It should not include any components of a temporary character, nor present any undue hazard to its driver or other competitors. The chassis must be of one-piece construction, either brazed or welded. It must be constructed from magnetic steel tubing whose cross section is free. No form of chassis frame control such as pivots, dampers or similar devices is permitted. With the exception of those required for seat

fixing, no additional holes may be drilled in the rolling chassis, whether for lightening or any other purpose.

1.7. Any kart damaged or breaking down on the circuit during an event may be returned to the designated pit area for repair and maybe checked before being allowed to re-enter the race. Such checks will place emphasis on the safety of the kart in respect of securely fitted bumpers, seat and other equipment, such as bodywork etc.; freedom from sharp protrusions which could cause injury or damage; and correct operation of the brake/throttle/steering.

1.8. On being removed from the racing circuit, the kart must be weighed and presented to scrutineers before proceeding to pit for repairs. Repairs may only be carried out within the designated pit area. This will be identified at the event during the drivers briefing.

1.9. At the discretion of the scrutineer, a team may replace a chassis in the event that the kart is beyond reasonable repair. Please note that teams will only be permitted to use another chassis once the scrutineer has inspected the damaged kart and confirmed that the replacement chassis is in fact a 'bare' chassis. Please report all changes, this remains the sole responsibility of the team manager. Failure to do so may result in exclusion.

1.10. Teams who run out of their own awning space are required to have a fire extinguisher and should not have any naked flames for safety purposes. The organisers could check this at any round so please ensure you are prepared. Failure to not have correct safety equipment may result in your team not racing.

2. Weight

2.1. Minimum weight of kart and driver must not be less than that stated in SRR's, at any time. This will be checked during both qualifying and race. Ballast may be added to the kart, with no more than 6kgs per weight post. A maximum of 12 kg on 2 posts is allowed per side of the seat with each piece of ballast must be restrained by at least 1 retainer. So, to confirm 2 posts each side = 24 kgs max on 4 posts. Any ballast carried in the seat up to a maximum of 4kgs must be restrained with a minimum of 1 heavy-duty nylon cable tie. Where a smaller seat is inserted into the main seat, it must also be retained with a minimum of 1 heavy-duty nylon cable tie at the top of the fixed seat. Sheet ballast in excess of 4kg (and up to a maximum of 15kg including inner seat) must be fixed to the rear of an inner seat in such a way that its shape follows the contour of the inner seat and does not impede the fitting of the inner seat to the outer seat. The sheet ballast must be firmly and permanently fixed to the inner seat at the top, centre and bottom of the ballast sheet. Any other arrangements for ballast fixing must be to the scrutineer's satisfaction. Teams running a seat insert only with no sheet ballast do not need to cable tie this in place.

2.2. It may be necessary to reset the scales after each kart has been weighed. If this is not done an accurate reading cannot be guaranteed. Therefore, all drivers need to stop before driving onto the scales and should not proceed until invited by the marshal to do so. Any team driving onto the scales before being instructed will have to accept the reading provided, regardless of any inherent inaccuracy caused by their haste. If the kart and driver are found to be underweight it will need to be re-weighed. In this event, the team requiring re weighing must make way for any other teams that may be queuing / waiting to use the scales. The penalties stated in the List of Penalties are regardless of weather conditions.

3. Engines

3.1. Karts will run on supplied unleaded fuel to which additives must not be added. The Organisers reserve the right to take fuel samples at random to ensure conformity with the regulations. No additional or enlarged tanks may be fitted unless provision has been made to ensure the maximum fuel capacity of 7.5 litres has not been exceeded, at any time. All seals & unions must be checked regularly for leaks and replaced as necessary. It is strongly urged that the engine's integral fuel tank be removed, and the engine fitted with a suitable cover. A standard floor mounted fuel tank should then be used, unmodified and this tank and its mounting must be in accordance with chassis manufacturer's instructions or homologation. The capacity of this tank must not exceed 7.5 litres. Ballast may be added to the tank in order to maintain the maximum capacity. In this instance the kart may be fitted with a pulsed fuel pump(s), which will take a vacuum feed from either the governor rod hole or one drilled in the inlet manifold, tapped to accept a vacuum fitting. Fuel pipes must be of no more than 5.3mm i/d and must take a direct route to the carburettor and be safely secured. One engine may have an extra loop of fuel pipe no more than 20cm longer than the direct route and/or a return feed to the tank. One in-line fuel filter of nominal capacity per engine may be fitted.

3.2. GX200 RPM Extreme engines must be sealed at all times, if the seal is tampered with or missing this will render the engine illegal. Seal number will be required on a scrutineering card along with the engine number. Engines will be verified where required, by the supplier, and only the supplier or scrutineer can remove the seal for inspection purposes. The supplier agrees to supply spare sealed engines to the race organiser, who can substitute one or both of a competitor's engines with these spare sealed engines at the request of the scrutineer. The supplier will agree to a fixed price subject to variations of supply price from Honda.

3.3. Substitution or complete removal of the renewable paper/foam air filter. All of these modifications are clarified in the RPM Honda GX200 Technical Regulations.

3.4. Separate return springs must be fitted to each carburettor and to the throttle pedal, each acting independently. A linkage may be manufactured to actuate the standard Honda throttle. This may include fitting additional return springs.

3.5. It is the team's responsibility to ensure that all plastic, rubber and nylon engine and fuel components are in good condition and operating in the manner for which they were designed.

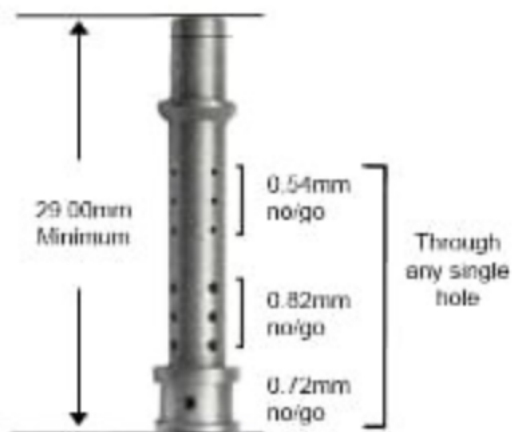
3.6. ALL teams in the ELITE class will run Pool Engines for every 6 & 12 hour event in 2025. RPM will supply the engines for each round and a representative from each team will be required to pick a number out the hat on practice day to enable the teams to fit clutches and practice on. The race organisers will log all engine numbers and seal numbers round by round. The organisers also have the right to request any other teams to run pool engines should they require.

Pool engines must not be altered in anyway. You can only put on engine mounts, clutches and chain guard bracket. You **CANNOT** change the plug, main jet, emulsion tube or add / remove oil. Any performance concerns need to be report to RPM.

3.7. Permitted Jets

3.7.1. Size 75 must be used.

3.7.2. Emulsion tube part number 16166-Z4M-922 to be used. See diagram.



3.7.3. Pilot Jet. Pilot jet size marked 38 & 40 are to be used and unmodified. The rubber 'O' ring must be present.

4. Chassis

4.1. Wheelbase to be between 104 - 108 cm.

4.2. Competitors may only scrutineer and compete with one chassis and two engines. If damage occurs, chassis and engines may be substituted at the discretion of the chief scrutineer / Clerk of the Course.

4.3. If a kart suffers a mechanical defect on the circuit which forces the driver to reduce speed, such as a chain fail on a twin-engine kart, then the driver may drive back to the pits. The driver must not attempt to complete the race distance unless there is 5 mins or under remaining of the race duration.

4.4. (Bodywork) all karts must be fitted with side pods, Nassau panel and bumper (NO BIG FEET ALLOWED). The side pods should not be filled with any medium. If they become damaged during an event, the scrutineer may require that they be repaired or replaced during that event.

4.5. Number plates with numbers must be fitted to the Nassau and the rear of the kart and be clearly visible to officials at all times. Numbers and backgrounds will not be supplied by the organisers. Number plate backgrounds and numbers to be as specified for class in SRR17. It is possible that the Series' sponsor's identification will need to be shown at certain rounds, and the competitor is agreeing to comply with this when signing on.

4.6. Competitor's sponsors names and other graphics may be applied to the kart making use of the side pods, nose cone etc. There is no restriction on these subjects to the numbers being clearly visible. Tobacco advertising must be obscured if TV coverage is present, and no graphics are to be offensive.

4.7. An extended width rear bumper is mandatory. The bumper is to be constructed from a minimum 25 mm nominal diameter. The bumper must form an extended loop of 180 mm +/- 10 mm centres with the bottom loop centre 60 mm +/- 10 mm from the ground in dry configuration. The horizontal rails must be wider than the outer chassis rails. The bumper must be supported in a minimum of two places from the chassis and be of such a construction to withstand substantial impact. Inside view the bumper will be in the vertical plane. The overall width of the bumper must not exceed the rear width of the kart at any time; The measurement to be taken at the outside of the rear wheel or tyre, whichever is the greater and must cover a minimum of 50% of each rear wheel/tyre at all times. Adjustable width bumpers are not permitted. (Illustration available from organisers). From 2018 the organisers will allow a new "lightweight plastic bumper" CIK RS3 which is fitted inside chassis rails with rubbers.

4.8. The front bumper must also be of strong construction. A Nassau of suitable construction and fixing must be attached.

4.9. The type and construction of the seat is free so long as it is mounted in the originally intended position, of sound and rigid construction and securely mounted, with seat washers if required.

4.10. Steering wheel type and size is free; however, it must have a continuous rim. It must be made of a material which will not constitute a danger in the event of an accident.

4.11. Special modifications will be permitted to allow use of hand controls to enable disabled drivers to compete.

5. Axle

5.1. Rear axle must be 30mm diameter and can be solid or hollow. It must be made from a homogeneous ferrous steel magnetic material. No differential of any type is permitted.

5.2. Unless two securing bolts are fitted to the hubs on the rear axle, a circlip must be fitted on each axle end to prevent accidental loss of the hub. Any hub with an overall length, excluding wheel studs, of less than 60mm must not overhang the rear axle.

5.3. One hydraulic brake should be fitted to the rear axle only. The brake disc must be made of metal but can be vented and drilled / slotted. A calliper with a maximum of four pistons may be used. Additional air ducting to the rear brake is permitted but must be securely attached.

5.4. Gearing will be: 20/22 tooth clutch with axle sprocket size(s) being specified in SRR's or final instructions.

5.5. Drive is to be by 219 chain.

5.6. Only one sprocket may be fitted to the rear axle for each engine. All chains must be adequately protected at all times. The top of the clutch, the chain and axle sprocket and gear must be covered from above down to the centre line at the rear axle sprocket. Sprocket protectors may be used but not have additional teeth.

6. Wheels

6.1. Wheels must be of metal or alloy construction. They must be of one-piece construction.

All teams must run the following fixed sizes for Front – 132 mm maximum Rear – 214 mm maximum.

7. Tyre type

Only **DUNLOP SL1 SLICKS** tyres will be allowed, Front 4.5 x 10 x 5, Rear 7.1 x 11 x 5.

8. Technical Protest Procedure

8.1 A Protest is an inter-Competitor challenge alleging that another Competitor is in breach of the Technical Regulations of the Competition. The overarching principle engaged in bringing a Protest is that of sporting fairness in the Competition accordingly it is a breach of the BPEC Technical Regulations. We will not accept protests regarding a driver or race penalties.

8.2 The Protest must be lodged with the Event Secretary, the Clerk of the Course, or their Deputies. A Protest form is available from the Event Secretary.

8.3 The Protest must be made within 30 minutes of the conclusion of the relevant scrutineering of the Vehicle. Failure to do so and the Protest will not be accepted. If the vehicle in question is not subject to scrutineering, then within 30 minutes of the event results being published.

8.4 An initial fee of £100 is required for any protest that requires a third party to investigate any potential technical infringement, this must be paid at the point of Protest via an online payment which will be raised within the Alpha system or via bank transfer to Karting Promotions Ltd

8.5 The Protestor is liable for any & all costs associated with a technical examination, a quote will be sourced, and the Protestor will have 24 hours to accept the examination. Failure to do so will result in the Protest being cancelled and the Protest fee will be retained by Karting Promotions Ltd

8.6 If a Protest is upheld the Protestor shall receive a refund of all monies paid as the Protestee shall bear all the costs of the examination and the relevant sum must be paid to Karting Promotions Ltd within 14 calendar days. Failure to do so will result in their exclusion from the relevant championship and any future Karting Promotions Ltd events until the monies are paid in full. Monies will only be refunded to the Protestor once paid by the Protestee.

8.7 If a Protestee is aware they have either deliberately or inadvertently committed an infringement of the technical regulations, at the time the Protest is lodged they must immediately acknowledge the infringement to avoid either the Protestor or Protestee avoidable costs. The penalty of Race Exclusion will be applied (DSQ).