



ASKC – Super Series – 2024

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Please note: - Changes from 2023 regulations are **highlighted**

ASKC Super Series – 2024

Championship Supplementary Regulations

1. Jurisdiction

- 1.1. The 2024 ASKC Super Series is organised and administered by the ASKC in accordance with the General Regulations of the Motorsport UK (inc. the provisions of the International Sporting Code of the FIA) and these Championship Regulations
- 1.2. Motorsport UK Championship Permit – CH2024/K015(D); Status: Interclub Motorsport UK Championship Grade: D

2. Officials

- 2.1. In an attempt to maintain a constant set of officials at each round of the championship they will, where possible, be chosen from the following list. The organisers reserve the right to use others if individuals are unavailable.

Championship Coordinator	Kath Taylor
Championship Scrutineers	George McBlain (eligibility) Rosie Henderson (chief)
Championship Stewards	Mr Ian Williamson, Mr Alan Wyness, Mr Alan Aitken, Mr James Smith

- 2.2. Should a Championship panel be required then three of the above names (Championship Stewards at 2.1) will form the panel. Any appeal must be submitted in accordance with GR C6.5

3. Competitor Eligibility

- 3.1. Entrants must be in possession of a valid 2024 Motorsport UK Entrants Licence. Competitors under the age of 18 years must be accompanied by the holder of a Kart PG Entrant's Licence who must sign on as the Entrant of that competitor.

Where the Parent is not present there must be a Guardian who must produce a written and signed authorisation from the Parent/Guardian to act as their representative. The physical PG licence must be in the possession of the nominated Guardian at signing-on.

- 3.2. Drivers and Entrant Drivers must be fully paid up, valid membership card holding members of a member club of the ASKC, be registered with the ASKC for the Championship and be in possession of a valid Motorsport UK Competition licence (U14.1) of Interclub (novice) minimum
- 3.3. A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

- 3.4. All necessary documentation must be presented for checking at all rounds when signing on. (This includes written parental consent should someone other than the parent / guardian be deemed responsible for a competitor under 18 years old).
- 3.5. A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and receiving financial gain where the principal is not also the PG Entrant licence holder. This includes the use of team names, team sticker kits and team race suits/clothing
 - 3.5.1. The Team will:
 - 3.5.1.1. hold a Motorsport UK Entrant licence.
 - 3.5.1.2. have at least £5 million Public Liability Insurance.
 - 3.5.1.3. uphold the values of the Respect Code (as attached to these regulations) and all applicable Motorsport UK policies and guidance.
 - 3.5.1.4. act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any of its officers and officials into disrespect.
 - 3.5.1.5. adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through Motorsport UK.
 - 3.5.1.6. adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing.
 - 3.5.1.7. nominate one member of the Team as the Team Representative at each meeting including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.
 - 3.5.2. It is recommended that the Team has:
 - 3.5.2.1. a designated team member as a 1st 4Sport, Level 2 qualified coach.
 - 3.5.2.2. a designated UKAD Certified Advisor.
 - 3.5.2.3. be responsible for carrying out and documenting a risk assessment of their activities; ([risk assessment management tool available](#))

4. Registration

- 4.1. Registration is automatic on entering any of the rounds subject to eligibility clause 3 above. Results will be posted on the individual club websites and the ASKC Website Facebook Page.
- 4.2. Registration for this Championship is FREE.
- 4.3. Entries open on publication of these Championship regulations. The Closing Date for each round is midday on the Monday immediately prior to the scheduled race meeting. Late entries may be considered, but all such entries will not be given grid positions and drivers will start "at the back". All entries must include full payment in order to be classed as an entry.
- 4.4. Entries and payment must be made using the Alpha timing system at: https://askc.alphatiming.co.uk/users/sign_in . Should anyone encounter a problem with their entry they must contact the coordinator on 07814 370429.
 - 4.4.1. Entries may be withdrawn prior to the closing date, but a £2 fee to cover costs will be retained. There will be no refund for any withdrawal after the closing date.
- 4.5. Competitor race numbers for all rounds will be as allocated by ASKC Registrar.

5. Championship Rounds

- 5.1. Each Round to be run as a race meeting with points for heats and finals. Each event will consist of 3 Heats of 7 minutes plus a lap and a Final of 10 minutes plus a lap for all classes except Bambino who will have 1 timed sessions of 7 minutes, 2 heats of 7 minutes plus a lap and a Final of 10 minutes. The meeting organisers will have the right to amend the duration of heats and finals (in consultation with the stewards of the meeting) according to any prevailing circumstances/conditions.
- 5.2. Heats and Finals
 - 5.2.1. For all Classes except KZ.

The maximum grid size will be 28. Where the number of drivers entered exceeds the grid size then the top 22 drivers after the heats will automatically qualify for the "A" final. Those outside the top 22 will compete in a "B" final with the top 6 drivers in that race progressing to grid positions 23 onwards in the "A" final.
 - 5.2.2. For the KZ Class
The maximum grid size will be 24. Where the number of drivers entered exceeds the grid size then the top 18 drivers after the heats will automatically qualify for the "A" final. Those outside the top 18 will compete in a "B" final with the top 6 drivers in that race progressing to grid positions 19 onwards in the "A" final.

5.3. Rounds

Round	Track	Date	Contact	Email	Tel. No.
1	Crail	7 th April	Anita Esslemont	anita.esslemont@btinternet.com	07850 465014
2	Golspie	26 th May	Lorraine Ryan	entry@nskc.co.uk	07775 857953
3	Boyndie	14 th July	Dorothy Wyness	entry@grampiankartclub.com	07860 825517
4	Larkhall	22 nd September	Daniel Stirling	daniel@larkhallcircuit.com	07789 500294

6. Scoring

6.1. Points will be awarded for all Heats and Finals.

Championship points will be awarded as follows: -

Heats: - 1st = 31pts, 2nd = 29pts, 3rd = 28pts, 4th = 27pts etc.

Final: - 1st = 60pts, 2nd = 57pts, 3rd = 55pts, 4th = 53pts, 5th = 51pts, 6th = 49pts etc.

Disqualifications from heats or finals will score 0 points. Did Not Start (DNS) will score 0 points

Attendance points

Any competitor attending and scoring points in all rounds will score an additional 60 points

Dropped scores

Lowest scores will be dropped as follows: -

3 lowest point scoring heats and,
1 lowest scoring final.

Drivers are permitted to drop points associated with heats and finals for events they did not attend, but will not score attendance points for the series. A driver may not drop scores of heats or finals for which he/she has been penalised by disqualification from the whole meeting or from a heats or finals where the penalty has been issued under GR C1.1.9 (Abusive Language, Behaviour or Assault).

6.2. Points appeals will be dealt with as per Blue Book GR C6.5.1.

- 6.3. Abandoned meetings that have not covered all heats will be void. In meetings of only three heats, the final finish positions will be taken as the grid positions for the finals.
- 6.4. Final Grid position ties for a meeting will be resolved by the driver having the most points in the First Heat.
- 6.5. Championship ties will be resolved by the driver having the most points in the first Round. Should a tie still remain then it will be resolved by reference to the second round points and so forth until a clear winner is identified.
- 6.6. Initially classes will be formulated at the first round. Minimum class entry is five at the time of formulation. Should entry not meet the minimum number at the first round then the class will not run, but a second opportunity will be given. This will be at the second round of the championship where the same criteria will be used ie. If five drivers enter then the class will be formulated. Eligibility for the 2024 ASKC Super Series class awards will be established after classes compete in 3 out of the 4 rounds.

7. Trophies

- 7.1. The ASKC will provide the trophies at each round on the following basis: -

A trophy will be awarded to the top three places in each class. In addition, all drivers in the Bambino and Cadet category, out with the top three, may receive a medal or other token. Also, one Novice trophy will be awarded per class. Non-attendance at the prize giving ceremony of the round may result in forfeiture of any award.

- 7.2. Championship trophies are the property of the ASKC, and winners will be responsible for the return of said trophies. The request for return of trophies will normally be made 8 weeks prior to the final round of the following years Championship. They must be returned in good condition and be clean. The ASKC reserves the right to seek reimbursement for any cost required to return them to a condition suitable for re-presentation.
- 7.3. In the event of trophies not being returned, the ASKC will invoice the winners with the estimated cost of replacement, approximately two months before the final round of the following year's series.

8. Sporting Regulations – Judicial Procedures

- 8.1. Rounds: In accordance with Section C and U21.2 of the current Motorsport UK Yearbook and the ASKC regulations, the 2024 Karting Penalty table of Mandatory Penalties.
- 8.2. Championship: In accordance with Section C of the current Motorsport UK Yearbook and the ASKC regulations, the 2024 Karting Penalty table of Mandatory Penalties.
- 8.3. By registering for the Championship all competitors, and their associates, commit to the Motorsport UK "Race With Respect" campaign (as attached to these regulations) and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations.
- 8.4. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to the Motorsport UK.

- 8.5. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Club Safeguarding Officer and/or Motorsport UK. The Motorsport UK Safeguarding policy, guidance documents including reporting mechanisms are available on the Motorsport UK website.

9. Starts

- 9.1. These will be in accordance with Motorsport UK specific Karting regulations GR U7.4 – U7.8.4. Penalties may be imposed on the pole position driver for speed considered to be too fast or too slow. Penalties may also be imposed on the number 2 driver if considered to have broken formation prior to the race start. Any driver jumping the start may be penalised in accordance with the 2024 Karting table of Mandatory penalties. The Chief Lap Scorer/Timekeeper will normally be Judge of Fact in this matter but will be declared by name in the final instructions
Weaving to warm up tyres or for any other reason is strictly prohibited. Any driver seen weaving may be reported to the Stewards of the meeting who may impose a penalty.

10. Race Stops

- 10.1. Race stops and re-starting procedures will be in accordance with Motorsport UK specific Karting Regulations U7.9 – U7.10.3.

11. Scrutineering

- 11.1. Scrutineering procedures will be in accordance with Motorsport UK regulations J3.1, specific karting technical regulations in Section U, and those contained in the 2024 Motorsport UK Kart Race Yearbook, including the ABkC regulations contained therein, CIK regulations where appropriate, and any amendments issued by the Motorsport UK or ABkC, will apply.
- 11.2. Competitors should comply with the 'Competitor's Regulations and Responsibilities' as per the 2024 Motorsport UK Yearbook (U12 and H33) and present all equipment, race wear, helmets, boots, gloves, etc. "as intended to race" for inspection by the Scrutineers in accordance with the 2024 Motorsport UK Yearbook (J3, U13, U16, U17, U18, Appendix 1) if required.

Anybody wishing to scrutineer alternative equipment may do so prior to his or her First Heat **with the approval of the Chief Scrutineer.**

All drivers must complete pre-event scrutineering using the on-line system and complete all declarations and all fields as requested. **This must be done prior to the time shown in the Final Instructions or Race Programme. Failure to do so will result in the competitor not being allowed to take part in the event and there will be no refund of Race Entry fees.**

- 11.3. Should the scrutineering team decide to issue scrutineering cards at any post-race scrutineering, then the chassis and engine numbers must be those stated on the scrutineering card and the chassis and engines must have the general scrutineering seal in place.
- 11.4. Failure to comply with the requirements of 11.2 or 11.3 above then it will be considered a breach of regulations and to be a matter of fact over which there will be no appeal.

12. Technical Regulations

12.1. Motorsport UK 2024 specific Kart regulations apply together with the Motorsport UK 2024 Kart Yearbook (Gold Book).

12.2. Tyres: -

All classes will run to the 2024 rules with the following exceptions: one set of slicks per competitor plus one extra front and rear for each Championship round. The extra tyres may only be used as described below. Wet tyres are not restricted.

If any tyre is damaged during the meeting the chief scrutineer may allow a replacement at their discretion, on the grounds of safety and whilst under Parc Ferme conditions only.

All competitors will be responsible for ensuring that the 'Barcode' number from each Slick tyre; on which they will race; are recorded on their scrutineering card for each meeting. (see 11.3 above)

Other marking may be carried out by the scrutineering team.

Any class may have tyres held (wet or dry) during racing and / or overnight within parc ferme at the Chief Scrutineer's discretion.

Tyre testing where applicable will be performed in accordance with sections C4.3 and U20 of 'The Motorsport UK Yearbook 2024' (Blue book).

12.3. The classes will be available as follows: all the ABkC and the Motorsport UK classes. Minimum class entry is five at the time of formulation (determined at the first round, see 6.6). Classes may be grouped together to form an amalgamated grid at the Championship's discretion, in accordance with the Gold Book or with written permission of The Motorsport UK. All classes will be allowed one chassis. However, if damage occurs to the chassis that has been scrutineered for the meeting and in the opinion of the Chief Scrutineer it is not practical to repair in time, one alternative chassis may be scrutineered in order that the driver may continue the meeting.

12.4. The minimum action resulting from infringement of technical regulations arising from post-race scrutineering or Judicial Action will be disqualification from the race, and the maximum action will be disqualification from the meeting (plus the provisions of Motorsport UK regulations C3.5.1 a & b). This shall not apply in the case of drivers being underweight or in the case of a technical infringement due to an incident during a race, such as an Air box, exhaust etc. falling off. The penalty for these types of infringements shall be disqualification from the race.

12.5. The Championship reserves the right of the Clerk/Chief Scrutineer to have re-examined any vehicle or parts thereof at any time during the Event (J3.1.3).

12.6. The Championship reserves the right of the Clerk/Chief Scrutineer to have any engine sent to any ASKC nominated technical Commissioner.

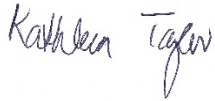
12.7. The Championship reserves the right to nominate a designated fuel supply on entering each round.

12.8. The use of spot marking using paint or other suitable marker may be employed at the Championship's discretion. Any breaking of these marked units must be done in parc ferme under the scrutiny of an Eligibility Scrutineer.

13. Environmental Impact

- 13.1. At each round of the championship, all drivers and personnel associated with a driver will be expected to take their rubbish away from the track with them.
- 13.2. At each round of the championship, all drivers will be expected to take any used / scrap tyres away from the circuit with them. A fee will be charged for any tyres left without authorisation.
- 13.3. Where possible, drivers and mechanics should try to avoid any fuel spillages. Environmental matting should be used where possible.

Kath Taylor – Coordinator



24th January, 2024



A socially minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Integrity
- Self-Control
- Fair play
- Good Manners

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.

Summary of Penalties

You should refer to the Motorsport UK Yearbook or Karting UK Yearbook as appropriate for the exact wording of the rule detailed below. There is no route for appealing a Stewards Decision. The breaches and penalties below do not restrict the Stewards from imposing further penalties, in accordance with the general regulations, if they deem the incident justifies it.

INFRINGEMENT / DESCRIPTION		PENALTY
(C)2.3.2.	Gaining an Unfair Advantage	5 seconds or 1 lap penalty
(C)1.1.5.	Driving in a manner incompatible with general safety (Possible 30-day licence suspension and referral to Motorsport UK)	1 lap penalty, Race or Meeting disqualification
(C)1.1.6.	Contravention of flag signal <u>before or after Race</u> - ¼ Black/Yellow / Yellow	5 second penalty
(C)1.1.6.	Contravention of flag signal <u>during Race</u> - ¼ Black/Yellow / Yellow	10 second penalty
(C)1.1.6.	Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
(C)1.1.6.	Contravention of flag signal - Black Flag (ignored more than once)	Race or Meeting Disqualification
(C)1.1.9.	Abusive Language, Behaviour or Assault - (licence penalty points imposed) – Possible 30-day licence suspension and referral to Motorsport UK	Race or Meeting Disqualification (4 or 6 points)
(H)32.1.3	Failure to attend Drivers' Briefing	Fine of £50
(H)32.1.4	Failure to obey an Official of the Meeting	Race or Meeting Disqualification (4 or 6 points)
(C)3.1.1.	Scrutineer Non-Compliance Report, vehicle or component ineligible	Race or Meeting Disqualification
(U)17.29	Underweight	Race Disqualification
(U)8.1.	Failure to report to Scrutineering	Race or Meeting Disqualification
(C)2.3.4/(U)17.5.5	Incorrectly positioned front fairing - race	5 Seconds penalty
	Incorrectly positioned front fairing - TQ	Deletion of fastest time
(U)17.5.5	Attempting to tamper with or reattach the front fairing during race / timed qualifying	Race/TQ Disqualification
	Intentionally reattaching the front fairing after chequered flag	Meeting Disqualification & Consideration of Referral to Motorsport UK

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Stewards issuing further penalties against other breaches of regulations as defined in (C)2.1.