

Motorsport UK Sporting and Driving Guidelines Karting

Motorsport UK are issuing these guidelines in response to feedback from Competitors and Teams in the 2024 Karting Driving Standards Review.

These guidelines shall detail the factors that may be considered by the Stewards or Clerk of the Course and the process followed when making a Decision relating to certain driving offences.

Important notes regarding the key driving regulations

1. All Stewards/Clerks' decisions are completed in accordance with the relevant National Competition Rules ('NCR'), including but not limited to the Regulations contained in Chapter 2, the 2024 Mandatory penalties for Karting and / or the FIA International Sporting Code ("ISC") and these Guidelines.
2. The Stewards/Clerks can only review a potential breach of the Regulations.
3. The Stewards or Clerk must not consider the outcome of an incident when making Decisions, for example, if a Driver lost 2 places because of an incident the guilty driver would not automatically receive a 2-place penalty. **The officials are not able to take the outcome of an incident into account.**
4. This document is a guide to the decision-making process of the Stewards/Clerks and is not binding but strongly advised. The Stewards/Clerks will use the guide to their own discretion.
5. Kart Racing is a dynamic process. Although these guidelines indicate specific relative positions of Karts at various points, the Stewards/Clerks may also review other elements to understand the full context and lead up to the incident.

For example, they may ask:

1. How did the Karts get to the incident? (e.g. late braking, diving in, crowding or blocking)
2. Was the manoeuvre late or "optimistic"?
3. What could the Drivers involved reasonably see, know, or anticipate?
4. Do we believe the manoeuvre could be completed without leaving the Track or making contact?
5. Was there understeer / oversteer / locking of the wheels before or during the incident?
6. Did a Driver position and / or handle their Kart in a way that may have contributed to the incident?
7. Did the type of corner contribute to the incident? (e.g. kerbs, curve, apexes, fast / slow corner / is overtaking in that area of the track usual?)
8. What were the relative conditions? (e.g. raining – drying – different tyres)

These considerations are often subjective. The Stewards/Clerks will consider each incident, and they may seek advice from a Driving Standards Advisor and / or any relevant Officials before making the final Decision.



Detailed Guidelines

Overtaking on the inside of a corner:

To be given room when overtaking on the inside:

1. The overtaking Kart has a significant part of their Kart (e.g. the nose cone and front wheels) which should be at least alongside (overlapping) the driver of the other Kart no later than the apex of the corner.
2. The manoeuvre must be made in a safe and controlled manner throughout all stages of the corner, without (deliberately) forcing the other Kart off the Track at the exit (crowding or squeezing).
3. The Driver must be able to make the corner and overtake within the defined Track limits where applicable.

Overtaking on the outside of a corner:

Overtaking on the outside will always be viewed as a more difficult manoeuvre to accomplish. Therefore, in order to be given room including at the exit, when overtaking on the outside, the overtaking Kart must:

1. Have significant part of the Kart (e.g. the nose cone and front wheels) should be at least alongside (overlapping) the driver of the other Kart at the apex of the corner, throughout the corner and to the exit.
2. Be in a safe and controlled manner throughout the manoeuvre (entry, apex and exit) and be able to make the corner within the defined track limits where applicable.

To be given room when overtaking on the exit of a corner, e.g. a 'switch back':

1. A significant part of the Kart (e.g. the nose cone and front wheels) should be at least alongside (overlapping) the driver of the other Kart no later than the point the Karts are no longer considered to be turning the corner.
2. The Driver must be in control, and the move considered safe throughout the manoeuvre (entry, apex and exit) i.e. no sudden movements or changes of direction and without (deliberately) forcing the other Kart off the track or towards the track edge or kerb (crowding or squeezing)
3. The Driver must be able to adhere to the rules for overtaking at the next corner.
4. The Driver must ensure the overtake takes place within the defined track limits where applicable.



Unfair practice and gaining an unfair advantage

Defensive Lines and Penalties

At no time may a Kart be driven unnecessarily slowly, erratically, or in a manner which could be deemed potentially dangerous to other drivers or any other person.

Competitors are reminded of NCR Ch.18 App.7 Art.1 (U.12.5.8) and NCR Ch.12 App.7 Art.1 (Q.12.21), applying to driving standards. Any Driver considered to be baulking or blocking another Driver may be penalised, including by the display of the black Flag/Signal.

A Driver who consistently places their Kart on a line that is not that recognised as the racing line or by consistently placing their Kart in an unnatural position on the approach or entry phase of the corner in an effort to prevent being overtaken may be given a penalty (NCR Ch.2 Annex A App.1.5 previously C2.3.2 applies) or be subject to a black flag.

Only one defensive move is permitted before any corner and having made that move the Driver is then committed to that line on the track (NCR Ch.12 App.7 Art.1.1.5.d previously Q.12.21.1). Lap times / data may be taken into consideration as well as any moving images and or reports.

Investigation for Blocking

If a Driver is under investigation for blocking, their number will be displayed on the Start/Finishing Line with the words "Blocking."

Penalties for Continued Breach

If a Driver continues to breach these guidelines, the Race Director in conjunction with the CCTV Judge of Fact may apply a 5-second penalty, which will be added to the Driver's race time.

All Drivers are expected to adhere to these guidelines to ensure fair and competitive racing. Failure to comply may result in penalties that could impact race results.

Guidelines for Drivers Defending a Position

Permitted Defensive Move

Only ONE defensive move is permitted before any corner. Once a Driver has made this move, they are committed to that line on the Track (NCR Ch.12 App.7 Art.1.1.5.d previously Q.12.21.1). Consideration of lap data and reports

Lap times/data, as well as any moving images and/or reports, may be taken into consideration when evaluating driving behaviour.

Permitted Defending Zones

Drivers should not make a move in reaction to the overtaking Driver (with an overlap) behind to block their chosen path.



Overtaking and Defending

If a Driver makes an overtake, the overtaking Driver **is permitted** to defend the next corner regardless of when in the Race the overtake was made.