

REGULATION CHANGES FOR CONSULTATION

Committee:	Kart Committee
Date of Meeting:	16 th March
Closing date for consultation:	21 st April 2023
Email for comments:	kartconsultation@motorsportuk.org

Proposed Regulation

Race Committee propose the redefinition of Track Limits as follows:

Q.12.21.2. Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- (a) The white lines defining the track edges are considered to be part of the track.
- (b) A driver will be judged to have left the track if any **part of the contact patch of the tyre** ~~wheel of the car~~ goes ~~completely~~ beyond either the outer edge of any kerb or the white line where there is no kerb.

Section U – Karting

Competitor's Regulations

U.12.5.3. Any Driver leaving the track more than twice, for whatever the reason, may be disqualified from the race (Q.12.21.2 applies).

U.12.5.3.1. For any driver leaving the Track during Qualifying if the lap on which the breach occurred is faster than any previous lap then that lap time will be disallowed. Note should be made on the result sheet of any times disallowed.

Date of Implementation: **Immediate**

Reason: Track Limits has been an important part of the overall Motorsport UK Driving Standards Review. Evidence shows that drivers have progressively extended use of the track such that issues of potential safety and actual damage have become unacceptable. This review led to proposed regulatory changes being put out for consultation to Motorsport UK members within the Circuit Racing community. Following that consultation and having considered the responses received Race Committee have amended their original proposals which have now been considered by Kart Committee who agreed that similar action is taken to continue the simple transitioning between Karting and Circuit Racing, additionally educating the drivers from a younger age.

Firstly, the definition of the limit. Kart Committee agreed that the current wording can prove difficult to judge a breach and therefore introducing 'contact patch of the tyre' (as proposed by Race Committee) would provide clarity for the Judges to determine. It is also an easier rule for drivers to understand and implement.

Secondly, the penalty for breaching track limits in qualifying had also been reviewed in line with the revised proposals by Race Committee. Historically during Qualifying the penalty has been the removal of the fastest lap time and Kart Committee agreed this should remain unchanged due to the additional administrative difficulties it would raise should the lap the breach took place on be removed. This proposal differs from that being progressed by Race Committee and therefore the proposal above retains that penalty system for Karting.