



**2023 Northern Rental Karting
League
Sporting Regulations**

Updated 22/05/2023

1. Entry Process

- 1.1. All drivers must register prior to the event with the correct entry fee for the round in question. Entry fees are listed in these regulations.
- 1.2. Entries will be open to full season entries until March 10th 2023, round by round entries will be accepted until the closing date. Priority will be given to full season entries.
- 1.3. Once paid, all entry fees are non-refundable.

2. Entry Criteria

- 2.1. All drivers must be aged 16 or over at the time of the event they are entered for.
- 2.2. There is no licence requirement for the NRKL.

3. Classes

- 3.1. The NRKL will run 3 classes, those being:

Featheweight (Class 1): Minimum weight 65kg

Lightweight (Class 2): Minimum weight 80kg

Heavyweight (Class 3): Minimum weight 95kg

4. Schedule

The full NRKL Calendar can be found below:

Rnd	Date	Circuit	Price	Format	
1	Sat March 25th 2023	Rowrah	£80	Heats +	
2	Sat April 22nd 2023	Three Sisters	£70	Heats +	
3	Sat May 13th 2023	Teesside	£75	Sprint	NE
4	Sat July 8th 2023	Whilton Mill	£85	Heats	
5	Sun August 27th 2023	Warden Law	£85	Sprint	NE
6	Sat September 23rd 2023	Larkhall	£95	Heats +	
7	Sat October 14th 2023	TBC	TBC	Heats +	
8	Sat November 25th 2023	TBC	TBC	Heats +	

NE: North East Trophy Round.

The organisers reserve the right to amend the formats and/or the dates of the above events. In the case that an event has to be moved/changed, all competitors will be notified via email.

5. Event Format

- 5.1. The championship will use 3 formats over the course of the 2023 championship

- 5.1.1. Heats +: This will be used at the majority of the 2023 calendar and will see drivers compete in a 5 minute practice, before 3 heats with the grid set at random. Grids will be worked out so that all driver's starting positions average to the same number. Drivers will score points through the heats which will set the grid for the Final. The duration of the heats at each event will be detailed in the events final instructions.
- 5.1.2. Heats: This will only be used at Whilton Mill and will follow a similar format to the Heats+ format. Here, drivers will compete in a short practice before contesting 2 heats and a final.
- 5.1.3. Sprint: This will see drivers complete a 10 minute qualifying session before 2, 20 minute sprint races. The grid for race 1 will be qualifying order, the grid for race 2 being the result of race 1. This will be used for the North East trophy rounds.

6. Scoring

- 6.1. For events using the 'Heats' & 'Heats +' event format: points will be awarded at 2 stages during each event. First at the end of the heats, and then at the end of the final. Points will be awarded as follows:

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
50	46	42	38	36	34	32	30	28	26

11th	12th	13th	14th	15th	16th	17th	18th	19th	20th
24	22	20	18	16	14	12	10	8	6

21st	22nd	23rd	Others
4	2	1	1

- 6.2. For events using the 'Sprint' format. Points will be scored at the end of each race using the same format as above.
- 6.3. A competitor's best 7 results in the heats & finals will count to the final championship standings.
- 6.4. For avoidance of doubt, a competitor can drop their worst heat and final score. These scores do not have to be from the same round. E.g you can drop the heat score from round 2 and the final score from round 8. The same applies for races using the *sprint* format, where drivers can drop their worst individual race.
- 6.5. Points are awarded to the overall result & in class using the same points system.
- 6.6. Should competitors tie on points, a count back system will be used. The organisers will look at the following metrics in the following order until drivers can be split:
- 1 - Race results in the finals (most 1st, most 2nd etc)
 - 2 - Race results in the heats (most 1st, most 2nd etc)
 - 3 - Number of fastest laps **in class**

If competitors still can't be split after exhausting this list, a dead heat will be declared.

7. North East Trophy

- 7.1. The North East Trophy is a mini-series that will run alongside the main championship.
- 7.2. The NE trophy will consist of 2 rounds at Teesside (May 13th) and Warden Law (August 27th)
- 7.3. Drivers will score points as per article 6.
- 7.4. Drivers who enter a qualifying round will automatically be registered for the NE Trophy.

8. Team's Championship

- 8.1. The Teams championship will run alongside the 'main game' at all rounds.
- 8.2. Teams must consist of no more than 3 drivers at any single event. A team is allowed to field up to 6 different drivers over the course of the season. A team wishing to go above the 6 driver limit, they will be subject to a 50 point penalty.
- 8.3. Teams must nominate their drivers no fewer than 7 days prior to their first event. Should a team wish to substitute a driver, this must be done no fewer than 7 days prior to the event in question.
- 8.4. Points will be awarded as per article 6.1
- 8.5. There will be no dropped scores for the teams championship.

9. Awards

- 9.1. All awards are provided by the organiser unless stated otherwise.

9.2. Per Round

- 9.2.1. Trophies to 1st, 2nd & 3rd in each weight class (subject to min 5 entries)

9.3. Championship

- 9.3.1. Class Championship: Trophies to 1st, 2nd & 3rd in each class
- 9.3.2. Overall Championship: Trophy to 1st place driver
- 9.3.3. Teams Championship: Trophy for 1st, 2nd & 3rd place Team
- 9.3.4. Privateer Champion: Trophy to 1st placed driver who has not been affiliated with any team.
- 9.3.5. Additional prizes may be added by the organiser without notice.

9.4. North East Trophy

- 9.4.1. Trophy to the champion drivers in each category.
- 9.4.2. Additional prizes may be added by the organiser without notice.

9.5. Presentations

- 9.5.1. Trophies for each round are presented at the end of racing for that event.
- 9.5.2. Championship awards will be presented at the final race of the season.

10. Equipment

10.1. General

- 10.1.1. As a minimum, drivers must wear overalls, close toe shoes, gloves and a helmet at all times while on circuit.
- 10.1.2. All racewear required for the championship is provided at each round by the host circuit at no extra cost. At some circuits, the use of a balaclava is mandatory when using a circuit's helmets, these can be bought from the host circuits, or drivers can provide their own.
- 10.1.3. Drivers are welcome to use their own racewear, however it should conform to the following standards:
- 10.1.4. Suits: Must be one piece and in good condition. CIK Level 2 suits are recommended.
- 10.1.5. Helmet: Must be full face, with a visor. Helmets should carry an ACU gold stamp (or equivalent) or comply with a Snell or FIA standard. Drivers are reminded that some venues do not allow tinted visors to be used.
- 10.1.6. Additional safety equipment such as rib protectors or neck braces are recommended. These items may not be modified in any way.

10.2. Onboard Cameras

- 10.2.1. Some circuits do not allow the use of driver mounted cameras. Where they are allowed, they should be fixed securely at all times. Some circuits also allow the use of kart mounted cameras. The circuit specific rules will be communicated to competitors prior to the event.

11. Driving Standards & Conduct

11.1. General

- 11.1.1. The NRKL is open to all drivers with no requirement for a race licence. It is intended to be a low cost route into karting.
- 11.1.2. It is expected that all drivers are able to drive to a high standard during the event. Drivers who have frequent spins/crashes may be excluded from further sessions at the organisers sole discretion.
- 11.1.3. Drivers should be familiar with most rental kart circuit rules, and will obey them at all times during an event.
- 11.1.4. Abusive language or behaviour to other competitors, organisers or the host circuit's staff will not be tolerated and will lead to the application of penalties to any drivers concerned.

11.2. The Licence

- 11.2.1. Upon registration for a drivers first event, they will be issued with a digital licence. This will be used to track driving standards over the course of a season.
- 11.2.2. Should a driver be penalised by the host circuit, a driver's licence will be endorsed with points.
- 11.2.3. Should a driver accumulate 12 points in a 12 month period, the driver will serve a 1 race ban.
- 11.2.4. The organisers reserve the right to exclude drivers from participating in events at their sole discretion.

12. Weight

- 12.1. It is the competitor's responsibility to make sure that they are above the minimum weight for their class at all times.
- 12.2. A driver's weight includes:
 - Racewear (Suit, gloves, helmet etc)
 - Personal weights inc wrist/ankle weights or a weighted vest
 - Seat insert: Either circuit provided or personal
- 12.3. All personal weights must be worn under a drivers race suit to ensure they can't come off while racing. They must be declared safe by the host circuit prior to going on track. It is the sole discretion of the host circuit if a driver's weights are safe to be used.
- 12.4. Personal seat inserts must be presented in good condition. Where weights have been added to the back, a protective covering (carpet/foam etc) must be added to the back to avoid damaging the kart seats. A good guide to making a weighted seat can be found [here](#).
(Credit: BRKC)
- 12.5. Weigh in procedures & penalties can be found in section 11.

13. Championship Penalties

13.1. Weight

- 13.1.1. All drivers will weigh in before going on circuit, drivers must run above their classes' minimum weight at all times. If a driver fails to meet the minimum weight for their class before the event starts, they may be offered the chance to race in a different class.
- 13.1.2. Random weight checks will take place during the event. Any driver who fails to meet the minimum weight after a session will be excluded from the results of that session.
- 13.1.3. As a minimum, the top 3 in each weight class will be weighed at the end of the final, failure to meet the minimum weight will result in exclusion from the results and a 0 score.
- 13.1.4. Should a driver's weight change during the season, they are able to change weight class. Doing so will carry a 50 point deduction from their total.

13.1.5. Should a driver changing weight class be part of a team, this will form one of the team's driver changes. Should a team not have any driver changes remaining, they will be subject to the 50 point additional driver penalty described in 8.2.

13.2. Driving Standards

13.2.1. While the host circuit is in charge of race penalties, their rules must be followed at all times.

13.2.2. The organisers will be issued with a list of penalties handed out during the event and will use this to apply penalty points to a driver's licence.

13.2.3. A driver can receive penalty points on their licence for their conduct off track as well.

13.2.4. A full list of penalty points issued during the event will be published in the week following any NRKL event. This will be done via email to all competitors and via NRKL's social media channels.

13.2.5. Drivers may appeal the issuing of penalty points. To do so, a driver must submit video evidence to back up their protest. The result of any protest will be communicated to the driver.

13.2.6. Protests may only be submitted by the driver affected by the penalty points. Protests must be submitted within 5 days of the penalty points being published. These must be logged via the protest form on the NRKL website.