



**BOYNDIE DROME OPEN CHALLENGE
2026 RULES &
REGULATIONS**

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Grampian Kart Club Commitment to everyone at the facility:

Grampian Kart Club is a volunteer run karting facility, with a membership of 200 members. Started in 1963, to promote kart racing in the North East of Scotland. Over the years our club has expanded and developed into the 850-meter facility at Boyndie. Race kart drivers range from 6 years old to drivers in their 60's.

Annual membership is available at membership@grampiankartclub.com and via Alpha Timing at <https://grampiankartclub.alphatiming.co.uk/>

Race with Respect:

Grampian Kart Club promotes a conduct of respect that competitors, parents, officials, mechanics, and spectators are expected to adhere to. It is based on values of:

Respect.

Fair Play.

Self-Control.

Good manners.

Sincerity.

Boyndie Drome Open Challenge:

The Boyndie Drome Open Challenge (BDOC) sets out to be an inclusive and affordable kart club championship.

These rules and regulations are in place to ensure competitor safety and a competitive playing field. In the event of any rule changes or updates, notification will be given and the rules given a revised reference on the front cover page.

Please read them before entering a race meeting so you are fully aware of the expectations.



Meeting Information:

1.0: There is no license requirement to compete in the BDOC. Drivers who have competed in less than 3 BDOC kart meetings (Licensed or Non-Licensed) will be required to start off the back of the grid.

1.1: This meeting is organized and run by Grampian Kart Club (GKC).

1.2: Race entry fees are as follows:

Members: £50 + VAT.

Non-members: £60 + VAT. (inclusive of £10 day membership).

Bambino Class: Free of charge during 2026.

Transponder hire if required: £10.

Saturday Practice (09:30 – 16:00): £20 + VAT.

Electric Hook up: £10 per day per membership (Single or Family). £10 per day per Caravan / Motorhome for spectators.

Team tents: £10 per kart per day.

Meeting format:

Bambinos.

1x 6 min practice session. No requirement to do full 6 mins but a minimum of 3 laps.

3x 6 min + 1 lap heats (generated grids from Alpha Timing grid program).

1x 8 min + 1 lap final (grid formed from the total points from 3 heats). Highest points tally on pole.

All other classes.

1x 6 min practice session. No requirement to do full 6 mins but a minimum of 3 laps.

3x 6 min + 1 lap heats (generated grids from Alpha Timing grid program).

1x 8 min + 1 lap final (grid from total points of 3 heats).

1.3: Signing on will take place on Saturday between 14:00 & 16:00 and / or Sunday from 08:15.

Driver's briefing will be held prior to the start of the 6 min practice sessions at 09:00 on Race Day and all competitors must attend and those under 18 years old must have their parent / guardian present.

1.4: Any driver or PG for a driver under 18 who does not want their pictures shown on GKC social media they are to sign this section on the Signing On form.

1.5: The BDOC consists of 5 rounds, of which 4 rounds will count towards the BDOC Championship. (Subject to change at GKC Discretion). Any competitor who competes in all 5 BDOC rounds, their drop scores will be calculated from their 3 lowest scoring individual race heats and 1 lowest scoring final taken from any of the 5 rounds.

1.6: Championship points will be calculated on a high points system as follows:

Heats: 1st - 30, 2nd - 28, 3rd - 27, 4th - 26, 5th - 25 and so on.

Finals: 1st - 60, 2nd - 57, 3rd - 55, 4th - 54, 5th - 53 and so on.

Where there is a necessity to run an A & B Final, points in the B Final will be scored downwards from the last finisher in the A Final.

C Final: - 0 points.

In the event of a championship tie, then count back will go to the driver with the most wins (heats or finals). In the event that is also equal, then count back will go to driver with most second places (heats or finals) and so on.

Non-starter for any race - 0 points unless there is a B Final in which case A Final qualified drivers will get a position after all the other competitors in the A Final and if more than one on a basis of grid position.

Exclusions: Anyone excluded from the whole meeting will carry a penalty of minus 50 points and all three heats from that round will score 0 points and the final from that round will score minus 50 points and be counted as a qualifying round (cannot use an excluded round for dropped points or worst scores).

An exclusion from a heat or final can be counted as a dropped score provided exclusion is not from the whole meeting.

Race Red Flagged: In the case of a race being stopped due to a red flag, if over 70% of the race allocated time has been completed, then the race can be declared finished with the results given for

Race Heat / Final Cancelled: In the event of a race heat being cancelled before it was started for any reason, all competitors who have entered that particular heat will be allocated the same 30 points constituting a heat win. In the event of a Final being cancelled, all competitors who have entered that final will be allocated the same 60 points constituting a final win.

Race Event Cancelled: In the event of an entire BDOC round being cancelled for any reason, all competitors who have been booked in (entry paid via Alpha Timing) for that particular race day at the time of cancellation will be allocated with Maximum Points. (3x Heats at 30 points each and 1x Final at 60 points – Totaling 150 Points).

1.7: Classes must have a least 2 competitors to constitute a class race at the discretion of GKC Committee. We will endeavor to allow all drivers to race on track.

1.8: All Cadet Classes will run on track together. All Inter Classes will run on track together.

1.9: Inter 950mm Chassis cannot run on track with Mini Max 1,050mm chassis due to the chassis size and weight differences.

1.10: Mini Max will big gridded with Junior Max, behind Junior Max karts and maintain a gap during rolling formation lap.

1.11: Senior Max 177 will big gridded with Senior Max 162, behind Senior Max 162 karts and maintain a gap during rolling formation lap.

1.12: Historics will run with KZ, unless a large enough grid is available for their own race. Historics will undertake a large formation lap gap, to allow for a rolling start at the back of the KZ standing start grid.

1.13: Competitors who are 30 years old before the first round of the championship are eligible for any over 30's awards.

1.14: Entry must be submitted by Thursday midday (12:00), to allow the creation of grids. Late entries will be subject to starting from the back of the grid.

1.15: Entries can be made online using the Grampian Kart Club Alpha Timing link.

https://grampiankartclub.alphatiming.co.uk/users/sign_in

Competitor Information and Safety:

2.0: Helmets must carry a BS Kite mark or SNELL rating. Drivers 15 and under must use a helmet marked with the CMR reference. Helmets must be correctly fitted a chin strap fastened with visor closed when on track. Must be in good and undamaged condition.

A directive states that for safety reasons helmets featuring FHR (or HANS) anchorage points must have these anchorages removed before they can be used at Kart events.

2.1: Race Suits / overalls must be of good condition with no rips or tears and carry a CIK/MSUK recognized marking. Expiry date for BDOC rounds is not applicable.

2.2: Racing gloves must be of good condition with no rips or tears.

2.3: Racing boots must be of good condition with no rips or tears. The boot must be ankle height and fully fastened.

2.4: Competitors may wear other safety devices as they see fit. This includes ear plugs, balaclavas, neck braces, rib protectors. Headphones / Radio and other driver to pit communication devices are strictly banned.

2.5: Video equipment can be used and must be securely mounted to the kart or engine. No equipment is to be mounted to the competitor or crash helmet.

2.6: Any competitor should be competent and capable of lapping the circuit within 10% of the average lap time. The Clerk of the Course will assess this throughout the day's racing. If deemed too far out with the 10% average lap time the competitor may be asked to stop racing at the current event, on the grounds of their own and other competitors' safety in the event of being lapped.

2.7: All novice drivers must display Novice Numbers plates (White Letters on a Black Background) and must start at the back of the grid for their first 3 BDOC rounds and under discretion of senior members of the GKC Committee.

2.8: Any person entering trackside of any barriers, must be wearing an orange Hi-Viz tabard and follow the guidance of the track marshals.

2.9: When Junior classes are racing, from Bambino up to and including Junior Rotax Max (Compulsory for Bambino, Cadet & Micro Max but optional for Inter Max, Mini Max and Junior Max), 1 Parent / Guardian / Kart pusher is allowed to access the inner circuit, to assist in helping any kart / driver who may go off or require assistance to move a kart. Person entering track must be wearing an orange Hi-Viz tabard, follow the guidance of the track marshals and must assist any kart / driver and not just their own.

2.10: A Parent / Guardian / Kart Pusher must not cross the live track during a race, or when their own driver has crossed the finish line but must wait till ALL drivers have crossed the finish line and are returning to Parc Ferme under Yellow Caution Flags.

2.11: Grampian Kart Club does not provide the facility for members to keep / store their karts or equipment on site out with a race weekend.

Kart Requirements:

- 3.0:** Previously homologated chassis from 2002 onwards can compete. Full bodywork including plastic sidepods, Nassau panel, and nose cone must be present. Rear bumper must be full width and can be metal or plastic. Chain guard must also be fitted.
- 3.1:** It is the competitor's responsibility to ensure their kart is in good race worthy condition. If in doubt seek a GKC official for advice.
- 3.2:** Transponders must be mounted securely to the kart in the area at the back of the seat. For any club hired transponder it is the competitor's responsibility to return it safely at the end of the meeting. If lost or damaged the competitor will be held liable for the cost of replacement or repair.
- 3.3:** Any video recording or data logging equipment must be mounted securely to the kart. No video recording or data logging equipment to be mounted to the driver, or drivers helmet.
- 3.4:** The recording or video of any dialogue with an event official is not permitted unless written permission is first obtained.
- 3.5:** All karts must have a secondary brake cable fitted to operate the brakes should the main one fail. Karts must also be fitted with a brake protector that sits lower to the ground than the brake disc.
- 3.6:** Any driver deemed to be a Novice should display a race number on the kart rear bumper, side pods, Nassau panel with black background with white numbers. Thereafter when no longer deemed to be a novice, numbers displayed will revert to the class rules.
- 3.7:** The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. The use of fuel catalyst devices fitted to fuel lines is prohibited. Any Competitor found to be using fuel or lubricants in contravention of Regulations may in addition to any other penalty be referred to the GKC Committee for further action.

Race Procedures:

4.0: The Bambino Class will undertake standing starts for their heats. They will complete a rolling lap before pulling up at the grid next to their parent / guardian at the start grid. The lights will be used to start the race – remaining stationary until the lights are extinguished.

4.1: KZ Class will undertake standing starts. They will complete a rolling lap before pulling up at the grid position at the start grid. Practice starts on rolling lap are permitted but must be done at the side of the track. A start marshal will stand at the front of the formation of the grid, holding aloft a Red flag. Once all karts are in their grid position, the start marshal will leave the grid giving the drivers on the grid an indication all the karts are gridded and to prepare for the start lights. The lights will be used to start the race – karts remaining stationary until the start lights are extinguished.

4.2: All other classes will take part in a double file rolling start. The class will leave the Dummy Grid for a rolling lap. It is the pole sitter's responsibility to ensure the grid is bunched up and formed before the start. The pole sitter must hold a steady pace to the start line with the following pack maintaining a similar pace and stay within the tram lines. Once the red start lights are extinguished the pack may accelerate and break formation.

4.3: Access on to the dummy grid is strictly for the driver and 1x mechanic or guardian only, to prevent excess people on the dummy grid. GKC may issue wrist bands for the designated mechanic or guardian, and this may need to be shown to get access onto the dummy grid.

4.4: Karts and drivers must be on the Dummy Grid, with the driver sat in the kart on the display of the Last Lap Board in the preceding race that is on track. Any kart or driver arriving after this point, may at the Grid Marshalls request be placed at the back of the grid. This back of grid position is to be kept for the rolling start – driver is not allowed to work back through the pack to original allocated grid position.

4.5: Once your kart is on the grid only tyre pressures may be changed, unless instructed by the Clerk or grid marshal. If you are not in position by the last lap of the race on circuit, you will be put to the back of the grid. This back of grid position is to be kept for the rolling start – driver not allowed to work back through the pack to original allocated grid position. It is not permitted to eat, drink, smoke or vape on the dummy grid or parc-ferme. Breaking this rule may get your driver excluded from that heat.

4.6: Any driver out of position after exiting from the Dummy Grid is allowed to attempt to regain their original grid position only up until Marshal Box 4 (fast left-hand kink), whereafter this point the track is highlighted by Yellow Flags and they must stay in the position that they are in. There must be no brake checking heading to the grid and during the rolling start.

* This rule does not apply to drivers put to the back of the grid due to late arrival or readiness of the kart on the dummy grid who must maintain the penalised grid position.

4.7: Before starting their kart, competitors must be seated with full safety equipment on, in order to maintain full control in the event of a malfunction. Exception to the twin-engine pro-karts which require pull start.

4.8: In the event of a false start the 'False Start' flag will be waved. The pack headed by the pole sitter, should slow, stop racing, and return to original grid order to take another start. If false starts are deemed to be caused by a competitor not adhering to the rules a penalty may be given.

4.9: Post-race scrutineering will take place; the scrutineering team will direct karts into the parc-ferme. Scrutineering will normally be the top 3 places, plus any random finisher(s) at the scrutineer's discretion. Checks will typically include a check for combined weight, fuel sample, rear track width or engine parts to be removed. You might be asked to remove items within parc-ferme and present them to the scrutineer. All parts must conform to the technical fiches for that particular class.

4.10: Any parts removed from the kart for scrutineering must be shown to the scrutineer on request and must not leave the confines of the Parc-ferme unless instructed to do so. Any refusal to comply with scrutineering instructions will incur in a race disqualification. Parc-ferme is strictly restricted to the driver and 1x mechanic per kart only.

4.11: Track direction is clockwise and all classes other than KZUK / Gearbox must take the loop. Any driver not completing the circuit correctly will be subject to a penalty if an unfair advantage is deemed to have been gained. Pole position is on the right side of the track.

4.12: Any class not listed will be suitably grided in a representative class. If more than 5 entries a new grid might be formed at GKC discretion.

4.13: GKC reserve the right to amalgamate classes and determine the formation of the amalgamated grid. Maximum grid is 28 for Class 1 karts and 24 for Class 4 karts.

4.14: Race meeting and Tyre requirements is decided by the Clerk of the Course at the start of the meeting but may be amended on the grounds of Safety.

Dry: All competitors must use dry tyres.

Open: All competitors have the choice of tyres (i.e. wet or dry).

Wet: All competitors must use wet tyres.

4.15: No BDOC drivers are to register or use a kart race number 1-10 unless the driver is officially seeded in the top 10 in the UK Championships.

* An exception to this rule is the winner of the previous seasons Grampian Kart Club GP Plate can use this as their race number upto and including the following seasons GP Plate event, after which point the GP plate is transferred by the winner of the next GP Event (if the driver is different).

* Current ASKC Scottish Championship and Scottish Super Series Champions can use the S and A Plate.

Tyres:

5.0: Tyres must be used as per the class requirement listed later in this document. In the event of a MSUK Tyre make or specification change that is different to the current BDOC regulations, GKC will review the change and inform the members if the change is to be implemented for future BDOC events. GKC will also review tyre allocation over the course of the season, should all drivers in the particular class agree 100%.

5.1: To be eligible for the BDOC Championship, there is a limit on tyres that can be used. This is as follows:

Bambino: No limit as there is not an advantage to new tyres.

Twin engine Prokarts: 2 sets + 2 additional tyres (10 total) for Championship.

Cadet Classes: 8 Individual Class Tyres for the 5 BDOC Rounds.

All other classes: 12 Individual Class Tyres for the 5 BDOC Rounds.

KZ: Allowed 1 set of new BDOC Regulation Tyres per round.

Tyres must be from the same manufacturer and cannot be a mix of Slicks / Wets on the same chassis.

5.2: In the event of a calendar change, GKC reserve the right to adjust the limit to suit. If this happens it will be published on the GKC Social Media page.

5.3: A competitor may only register and use 1 set of slick tyres per race meeting. If a competitor has registered more than 1 set of tyres, they must nominate a set they will use for that meeting. This will be done on the first competitive outing when they are scanned. Subsequent random scans may take place in post-race scrutineering.

5.4: No limit on wet tyres on the grounds of safety. Wet tyres must have a minimum of 2mm of tread across the full width of the tyre prior to the start of the race.

5.5: If a tyre is damaged and you need to substitute it this request must be made to the scrutineering team. You should make this request as soon as the damage is spotted.

5.6: Should GKC run one round to be classified as the GP Plate, this round does not count towards the tyre allocations, therefore all competitors can run new tyres at the GP Plate event.

Should GKC run a combined club event (Northern Challenge or Gold Cup) then this round does not count towards the tyre allocations, therefore all competitors can run new tyres at these combined events.

5.7: Use of tyre softener or any chemical that can alter the construction of tyres is strictly prohibited and will result in disqualification from the meeting. Tyre blankets or any other means of artificially heating tyres cannot be used.

5.8: No tyres are to be left within the grounds of Grampian Kart Club site, and it is the Member / Competitors responsibility to remove their own used tyres for disposal.

Driving Standards:

6.0: GKC expect all officials, competitors, mechanics, family members etc. to RACE WITH RESPECT and always behave in an amicable manner. Failure to do so may result in a race penalty or being asked to leave the premises.

6.1: There is no tyre warming allowed by weaving on the circuit, scrubbing tyres on the ground by spinning the rear tyres.

6.2: There will be a strict 'no contact' policy rule applied to all races. Avoidable and deliberate contact with another competitor will result in penalties. All marshals and officials will be deemed as judges of fact.

6.3: Key 2026 driving standard guidelines for Defense.

One move rule: A driver may make one move to defend their position but cannot move back to the racing line if they have already defended off-line, unless they leave a full cars width.

Defending Offline: If a driver moves off the racing line to defend, they must leave at least one karts width between their kart and the edge of the track on the approach to the corner.

No moving under braking: There must be no change in direction once the deceleration (braking) phase begins.

Making the kart wide: Drivers are permitted to take non-standard racing line to hinder a following kart, provided it is not a second, reactive move.

Returning to track limits: A driver who leaves the track to defend a position and gains an advantage may be ordered to give the position back.

Significant portion: If an attacking kart has a "significant portion" (generally considered front wheel alongside the rear wheels of the defender) along the side, the defender must provide space.

6.4: Video footage will not be viewed in relation to any incidents.

6.5: In the event a driver has to meet with the Clerk of the Course / Chief Marshal, only 1 registered / designated PG can accompany the driver if under 18. Answers to questions must only be given by the drivers concerned, unless the Clerk of the Course / Chief Marshal specifically asks the PG Directly.

Penalties:

7.0: All penalties issued on the day are final, please respect the decision made. There is no appeals process.

7.1: Driving standards official(s) will discuss any driving infringement with the necessary parties involved. Other officials or marshals may also contribute what they have witnessed to assist them in making a decision. Only the drivers involved and (if under 18) Driver's parent / guardian registered at sign on are to be in attendance. No other mechanic / family / friends are to be involved in the discussions.

7.2: Any appeals to penalty decisions must be lodged within 30 minutes of the penalty being applied and are to be lodged to the Clerk of the Course and not GKC Committee Members who may be partaking in the racing event.

7.3: Penalties are as per following page.

Infringement	Penalty
Gaining an unfair advantage depending on severity of incident.	Warning Flag. 5 seconds added to race time. Missing of the loop, 5 second added to race time.
1. Driving in a manner deemed incompatible with general safety. 2. Repetition of serious mistakes or lack of control.	1. Warning Flag. After 3 warning flags, 5 seconds added to race time. 2. Warning Flag. 4 th warning flag on, 10 seconds added to race time or race disqualification depending on severity.
1. Driving in a manner incompatible with general safety - aggravated contact. 2. Retaliation or Intentional contact / contact after the race.	1. Race disqualification. 2. Meeting disqualification. Suspended from next BDOC meeting.
Excessive defending. Driving in a manner deemed incompatible with general safety.	Warning Flag. After 3 warning flags, 5 seconds added to race time.
Contravention of a flag signal <u>before or after</u> a race.	Warning Flag. 5 seconds added to race time.
Contravention of a flag signal <u>during</u> a race. (Battenburg, Waved Yellow or Red).	Clerk of Course Warning after the race. 10 seconds added to race time.
Contravention of a flag signal: Ignoring Technical Flag Twice.	Clerk of Course Warning. Black Flag. Race disqualification.
Contravention of a flag signal: Ignoring Black Flag Twice.	Clerk of Course Warning. Race disqualification and / or meeting disqualification.
Abusive language, Behaviour or Assault to competitors and officials.	Clerk of Course Warning. Race disqualification and / or meeting disqualification. Abusive language to under 16s, Assault. Revoke of club membership and 12 month ban from GKC facilities.
Failure to attend Race Officials meeting when called.	Clerk of Course Warning. Loss of points from race under investigation.
Scrutineering Non-Compliance. Non-Performance enhancing.	Scrutineer Warning. 10 seconds added to race time.
Scrutineering Non-Compliance. Performance enhancing.	Scrutineer Warning. Race disqualification.
Underweight for class.	Scrutineer Warning. Race disqualification.
Tampering with kart in Parc Ferme to alter pre-inspection checks.	Scrutineer Warning. Race disqualification.

Race Classes:

Bambino.

8.1: Competitor may compete from 6th Birthday to the 31st December on the year of their 8th Birthday. Having moved up to Cadet Category, a competitor may not revert to Bambino.

8.2: Black numbers on an orange background displayed front, side, rear.

8.3: Minimum weight of the driver to be 21.5 kgs and kart at race end must be a minimum of 71 kgs.

8.4: All weather Le Cont MSA 04 tyres with a minimum tread depth of 1mm at the race start. No tyre limit.

8.5: Comer C50 and C50G engine which must be in its original standard condition as manufactured and conform in all aspects with the Motorsports UK Homologation fiche. Polishing, Grinding, Skimming, lightening, balancing, or modifying of any component is strictly prohibited. This includes the exhaust & carburettor of which inlet and outlet holes on both components must be unmodified. The carburettor must be Dell'Orto SHA 12/14 L which must remain unmodified and conform in all aspects to the official homologation fiche. A 10mm carburettor restrictor MUST be used at all times. Full chain guard must be fitted.

8.6: Fixed gearing of 80T rear sprocket must be fitted. The use of half tooth sprockets is prohibited.

8.7: Overall rear track width must not exceed 1,100 mm, measured at the widest point. Rear bumper and sidepods must not exceed the outer edge of the wheel. Rear bumper must cover at least of 50% or rear wheel / tyre at all times.

Honda Cadet. (Cadet Class).

9.1: Competitors may compete from their 8th Birthday to the 31st of December on the year of their 12th Birthday. Exceptionally a competitor with the required Bambino Experience may enter the class from the year of their 8th birthday providing they meet the minimum class height of 125cm (without helmet).

9.2: Class weights and number colours: Minimum weight including driver at the end of the race 105 kgs, with a minimum driver weight of 28 kgs including racing overalls, helmet, gloves, boots, additional safety equipment. Red numbers on a yellow background displayed front, side & rear. Novice to display white numbers on a black background.

9.3: Class Tyres is Vega Cadetti UK Slick. Restricted to 8 Individual tyres for the BDOC Rounds. Tyres will be registered, barcodes will be recorded and checked randomly. Wet tyres Vega WM1, no restrictions on barcodes and will not be recorded.

9.4: Any previously homologated parts can be used with exception of the engine restrictor – if in doubt as a GKC official.

9.5: Engines will be regulated as per the Motorsport UK specs and fiche. Gearing at time of issuing the regulation is free but subject to change by GKC officials.

9.6: Any previously homologated class equipment is acceptable unless otherwise stated. If in doubt, ask GKC officials.

9.7: Overall rear track width must not exceed 1,200mm for a 900mm chassis and 1,125mm for a 950mm chassis, measured at the widest point. Rear bumper and sidepods must not exceed the outer edge of the wheel. Rear bumper must cover at least of 50% or rear wheel / tyre at all times.

9.8: Honda Cadet will run on track at same time as Rotax Micro Max, with a controlled gap to separate the classes. This ruling can be reviewed during the season with competitors.

Rotax Micro Max. (Cadet Class).

10.1: Competitors may compete from their 8th Birthday to the 31st of December on the year of their 11th Birthday. Exceptionally a competitor with the required Bambino Experience may enter the class from the year of their 8th birthday providing they meet the minimum class height of 125cm (without helmet).

10.2: Class weights and number colours: Minimum weight including driver at the end of the race 105 kgs, with a minimum driver weight of 28 kgs including racing overalls, helmet, gloves, boots, additional safety equipment. Black numbers on a yellow background displayed front, side & rear. Novice to display white numbers on a black background.

10.3: Class Tyres is Vega Cadetti Slick. Restricted to 8 Individual tyres for the BDOC Rounds. Tyres will be registered, barcodes will be recorded and checked randomly. Wet tyres Vega WM1, no restrictions on barcodes and will not be recorded.

10.4: Rotax 125cc 2 stroke sealed or unsealed engine. Restrictors in exhaust (Rotax Part No 273197) and carburettor (Rotax Part No 267536) to be fitted at all times. 125cc Rotax Evo can only run with Denso digital battery ignition. Senior Max ECU (Rotax Part No 666815) must be used. Engines will be regulated as per the Motorsport UK specs and fiches. Spark plug and Battery choice is Free. Gearing will be fixed at 14/80 subject to change by GKC officials. The use of half tooth sprockets is prohibited.

10.5: Any previously homologated parts can be used with exception of the engine restrictor – if in doubt as a GKC official.

10.6: Overall rear track width must not exceed 1,125mm, measured at the widest point. Rear bumper and sidepods must not exceed the outer edge of the wheel. Rear bumper must cover at least of 50% or rear wheel / tyre at all times.

10.7: Rotax Micro Max will run on track at same time as Honda Cadet, with a controlled gap to separate the classes. This ruling can be reviewed during the season with competitors.

Cadet Points: Honda Cadet and Rotax Mini Max will race together, the points will be given as per kart engine type. Championships will also be given points as per engine type. Meaning there will be a Honda Cadet Race winner (30 pts) and a Rotax Micro Race winner (30 pts) and so on.

Rotax Inter Max. (Inter Class).

11.1: Competitors may compete from their 10th Birthday to the 31st of December on the year of their 13th Birthday. Competitors who hold a Kart National License may enter the class from the calendar year of their 10th birthday.

11.2: Class weights and number colours: Minimum weight including driver at the end of the race 115 kgs, with a minimum driver weight of 33 kgs including racing overalls, helmet, gloves, boots, additional safety equipment. Black numbers on a yellow background displayed front, side & rear. Novice to display white numbers on a black background.

11.3: Class Tyres is Mojo C2 CIK Mini Slick. Restricted to 12 Individual tyres for the BDOC Rounds. It is up to the Driver / Mechanic on how to allocate the 12 tyres over the 5 BDOC Rounds. Tyres will be registered, barcodes will be recorded and checked randomly. Wet tyres Mojo CW, no restrictions on barcodes and will not be recorded.

11.4: Rotax 125cc 2 stroke sealed or unsealed engine. Restrictor in exhaust (22.2mm Maximum round bore) and carburettor (Rotax Part No 267536) to be fitted at all times. 125cc Rotax Evo can only run with Denso digital battery ignition. Inter Max ECU (Rotax Part No 666818) must be used. Engines will be regulated as per the Motorsport UK specs and fiches. Spark plug and Battery choice is Free. Gearing will be fixed at 13/80 subject to change by GKC officials. The use of half tooth sprockets is prohibited.

11.5: Any previously homologated parts can be used with exception of the engine restrictor – if in doubt ask a GKC official.

11.6: Overall rear track width must not exceed 1,125mm, measured at the widest point. Rear bumper and sidepods must not exceed the outer edge of the wheel. Rear bumper must cover at least of 50% or rear wheel / tyre at all times.

Rotax Mini Max.

12.1: Competitors may compete from their 11th Birthday to the 31st of December on the year of their 14th Birthday.

12.2: Class weights and number colours: Minimum weight including driver at the end of the race 135 kgs, with a minimum driver weight of 37.5 kgs including racing overalls, helmet, gloves, boots, additional safety equipment. Black numbers on a Yellow background displayed front, side & rear. Novice to display white numbers on a black background.

12.3: Class Tyres is Mojo D2xx CIK Option Slick. Restricted to 12 Individual tyres for the BDOC Rounds. It is up to the Driver / Mechanic on how to allocate the 12 tyres over the 5 BDOC Rounds. Tyres will be registered, barcodes will be recorded and checked randomly. Wet tyres Mojo W5 Rain, no restrictions on barcodes and will not be recorded.

12.4: Rotax 125cc 2 stroke sealed or unsealed engine. Inlet throttle restrictor must be in place at all times as supplied by J.A.G. The length of the inlet throttle restrictor must be 37.8mm. Exhaust flange restrictor, 20.3mm maximum round bore, and all exhaust gasses must pass through this restrictor. Anti rotation clip must be installed to Carburetor top cap. 125cc Rotax Evo can only run with Denso digital battery ignition. Senior Max ECU (Rotax Part No 666815) must be used. Engines will be regulated as per the Motorsport UK specs and fiches. Spark plug and Battery choice is Free. Gearing is free.

12.5: Any previously homologated parts can be used with exception of the engine restrictor – if in doubt ask a GKC official.

12.6: Overall rear track width must not exceed 1,400mm, measured at the widest point. Rear bumper and sidepods must not exceed the outer edge of the wheel. Rear bumper must cover at least of 50% or rear wheel / tyre at all times.

Rotax Junior Max.

13.1: Competitors may compete from their 12th Birthday to the 31st of December on the year of their 16th Birthday. Competitors who have not reached the calendar year of their 13th Birthday may compete if they hold a minimum of Kart National License.

13.2: Class weights and number colours: Minimum weight including driver at the end of the race 145 kgs, with a minimum driver weight of 40 kgs including racing overalls, helmet, gloves, boots, additional safety equipment. White numbers on a Red background displayed front, side & rear. Novice to display white numbers on a black background.

13.3: Class Tyres is Mojo D2xx CIK Option Slick. Restricted to 12 Individual tyres for the BDOC Rounds. It is up to the Driver / Mechanic on how to allocate the 12 tyres over the 5 BDOC Rounds. Tyres will be registered, barcodes will be recorded and checked randomly. Wet tyres Mojo W5 Rain, no restrictions on barcodes and will not be recorded.

13.4: Rotax 125cc 2 stroke sealed or unsealed engine. 125cc Rotax Evo can only run with Denso digital battery ignition. Junior Max ECU (Rotax Part No 666813) must be used. Engines will be regulated as per the Motorsport UK specs and fiches. Spark plug and Battery choice is Free. Gearing is free.

13.5: Any previously homologated parts can be used – if in doubt ask a GKC official.

13.6: Overall rear track width must not exceed 1,400mm, measured at the widest point. Rear bumper and sidepods must not exceed the outer edge of the wheel. Rear bumper must cover at least of 50% or rear wheel / tyre at all times.

Rotax Senior Max (162, Clubman & 177).

14.1: Competitors may compete from their 16th Birthday. A holder of a Kart National license may transfer to the class from their 15th birthday. Having moved to a Senior Class, a competitor may not revert back to a Junior Class.

14.2: Class weights and number colours: (For 162, Clubman Class) Minimum weight including driver at the end of the race 162 kgs, with a minimum driver weight of 52 kgs including racing overalls, helmet, gloves, boots, additional safety equipment.
(For 177 Class) Minimum weight including driver at the end of the race 177 kgs, with a minimum driver weight of 83 kgs including racing overalls, helmet, gloves, boots, additional safety equipment.

(For 162, Clubman) White numbers on a Blue background displayed front, side & rear. Novice to display white numbers on a black background.

(For 177) White numbers on a Green background displayed front, side & rear. Novice to display white numbers on a black background.

14.3: Class Tyres is Mojo D5 CIK Prime. Restricted to 12 Individual tyres for the BDOC Rounds. It is up to the Driver / Mechanic on how to allocate the 12 tyres over the 5 BDOC Rounds. Tyres will be registered, barcodes will be recorded and checked randomly. Slick tyres must be from the same manufacturer and cannot be a mix on the same chassis. Wet tyres Mojo W5 Rain, no restrictions on barcodes and will not be recorded.

14.4: Rotax 125cc 2 stroke sealed or unsealed engine. 125cc Rotax Evo can only run with Denso digital battery ignition. Senior Max ECU (Rotax Part No 666815) must be used. Engines will be regulated as per the Motorsport UK specs and fiches. Spark plug and Battery choice is Free. Gearing is free.

14.5: Any previously homologated parts can be used – if in doubt ask a GKC official.

14.6: Overall rear track width must not exceed 1,400mm, measured at the widest point. Rear bumper and sidepods must not exceed the outer edge of the wheel. Rear bumper must cover at least of 50% or rear wheel / tyre at all times.

KZ Gearbox.

15.1: Competitors may compete from their 16th Birthday. A holder of a Kart National license may transfer to the class from their 15th birthday. Having moved to a Senior Class, a competitor may not revert back to a Junior Class.

15.2: Class weights and number colours: Minimum weight including driver at the end of the race 180 kgs, with a minimum driver weight of 52 kgs including racing overalls, helmet, gloves, boots, additional safety equipment. Black numbers on a Yellow background displayed front, side & rear. Novice to display white numbers on a black background.

15.3: Class Tyres are Maxxis Sport (White) Slick. 1x new set of slick tyres are allowed each round. Tyres will be registered, barcodes will be recorded and checked randomly. Wet tyres are to be Le Cont LWR, no restrictions on barcodes and will not be recorded. No mixed make / model of wet tyres to be on the kart.

15.4: TM125cc 2 stroke unsealed engine. Carburettor must be Dell'Orto VSH 30 (CS) or (BS). Spark plug choice is Free. Gearing is free. Only pump fuel is permitted for BDOC rounds. The use of race fuel is not permitted.

15.5: Any previously homologated parts can be used – if in doubt ask a GKC official.

15.6: Overall rear track width must not exceed 1,400mm, measured at the widest point. Rear bumper and sidepods must not exceed the outer edge of the wheel. Rear bumper must cover at least of 50% or rear wheel / tyre at all times.

General Conduct:

16.1: Junior classes - parent and guardians are encouraged to take to the circuit to assist Junior drivers recover their karts to the circuit. You must sign-on at race control and wear an orange Hi-Viz tabard before stepping onto the circuit. Helpers should be stood at a marshal point. Coaching, communicating with a driver or using a mobile phone is prohibited when on circuit as a helper.

16.2: Competitors and officials alike are expected to conduct themselves in a professional and respectful manner. Swearing or threatening behaviour whether verbal or gestured will not be tolerated.

16.3: Any competitor / Parent or Guardian on the Dummy Grid / Parc-Ferme suspected of being under the influence of Alcohol or Drugs may be stopped from competing and will be asked to leave the premises.

16.4: During all practice sessions at the track, anyone wishing to enter the confines of the race track must be wearing an orange Hi-Viz tabard before stepping onto the circuit and stand in an appropriate safe area where in the event the kart leaves the track, the person will not be hit by the kart.

16.5: Anyone whether an Official, Competitor or Visitor to GKC is strictly not allowed to leave the boundary of the GKC site and enter the premises / property of any neighbouring companies or farmland.

Complaints procedure:

17.1: Should a competitor wish to make a complaint about a BDOC event please put this in writing to the Club Secretary at secretary@grampiankartclub.com. Please note that no appeals or changes of results can be made.

17.2: If someone is deemed to have brought the club into disrepute either in person or through social media, the GKC Committee will take action against the individual(s).

Race Flags:



Blue
Overtaking flag



Green
Road clear



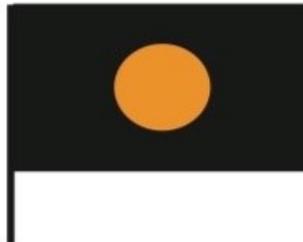
White
Service car or slow moving vehicle



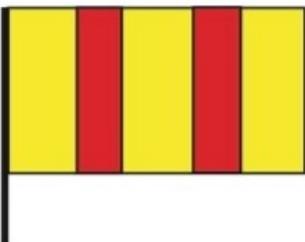
Black/White diagonal
Warning flag



Yellow
Danger, no overtaking



Black/Orange disc
Mechanical failure



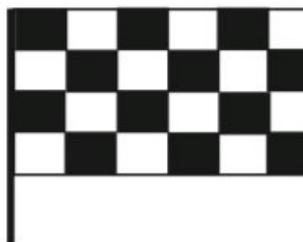
Yellow/Red
Slippery surface



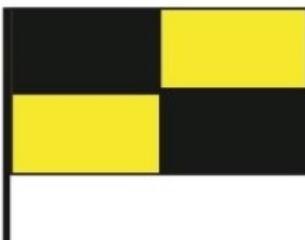
Black
Report to CofC



Red
Stop racing



Black/White chequered
End of race



Yellow/Black quartered
Slow down, no overtaking (karting only)



Green/Yellow chevron
False start (karting only)

Paddock areas:

18.1: All generators must be turned off between 23:00 and 07:00.

18.2: The following area, within the red boundary is classified as the main paddock. This area is only to be used by competitors for their trailers, caravan's, motorhomes while taking part in a race weekend.

Any competitor with additional visitors who have trailers, caravan's, motorhomes are to park their vehicles behind the main building, or behind the hire kart shed and use the power points that are available there. Spectator vehicles will have to be moved if parked in this main paddock area should competitors require the space and access to the power points.

Priority is given to competitors and their main Van / Trailer / Caravan / Motorhome. Non race competitors vehicles may be asked to be moved out with the designated area.

18.3: Any competitor who has a tent / gazebo erected, must stay onsite at the track in the event of a change in weather (eg: High Winds) where there is a risk to theirs or other people's property should it break free from its securing devices. Owners are fully responsible for any Tents / Gazebos while on site.



