

## General Series Regulations

1. Championship Co-ordinator: Tommi Caldwell
2. DART Racing will run 7 rounds for the DART Racing Championship with each competitor's best 6 round results counting towards the final standings.
3. 2019 championship round dates can be found at: <https://www.dartmotorsport.com/calendar>
4. Race entries will be closed by 17:00 on the preceding Monday before the race weekend, unless otherwise instructed. Failure to do so will result in a late entry fee of £10. DART Racing must confirm the number of entries with the host circuit in plenty of time and they often require driver details in advance to load onto their own registration and timing systems.
5. The clerk of the course will be designated by the host circuit and their decision is final.
6. Scrutineering will be carried out by either the DART Racing series coordinator or host track scrutineers. Specific details will be posted prior to each event.
7. Please *do not* contact the host circuit with questions regarding the race event. Please contact your Championship Co-ordinator Tommi, who will liaise on all aspects of the event. DART Racing will inform drivers if pre-race day practice is available.
8. Please check the *host track's website* for race day specific regulations as they may not be the same at all circuits.
9. Lap timing will be governed by the host circuit. The AMB timing system will be used at all tracks. A limited number of transponders may be available to hire but it is preferable if you are able to supply your own. It is each competitor's responsibility to ensure their transponder is full charged. Transponder must be fitted as designed, to the rear of the seat.
10. Engines will not to be started before the host track's designated times. Karts will not be driven in the paddock at any time; pit lane rules apply throughout the race event.
11. Signing on must be completed by all drivers before the designated time. This time will be announced prior to the event.
12. All drivers will be required to fully understand and sign up to the MSA "Race and Respect" Policy. Any driver failing to comply with this Policy may be excluded from further DART Racing events.
13. Karts must comply with MSA regulations regarding kart preparation. A copy of the MSA Blue Book will be referred to as a "Statement of Fact" in any event of infringement.
14. One chassis and one driver may compete at the race meeting. Switching drivers or chassis is not permitted under any circumstance.
15. Bumpers and fairings must comply with MSA standards. At any point the widest part of the kart must be the rear tyres with a flat plane taken parallel to the outer edge of the rear wheels. A minimum of 50% of the rear wheels must be covered by the rear bumper. Side pods must be standard. No filling allowed but a hole may be cut to allow for external starters to be used.
16. The maximum width of the kart must not exceed 1400mm.

17. Race numbers must be clearly visible on the front, rear and on both sides of the kart. If numbers are damaged in racing you will be expected to replace them.

- DART FQ250 – White Number, Blue Board

18. Race format will be 3 randomly generated grids for the 3 heats and 1 final. All drivers are expected to complete the practice to allow the lap timing system to be checked for each kart. Combined points from the heats will determine the grid for the final. In the event of tied points from the heats the fastest lap time any of the heats will decide the lower numbered starting position. Race lengths will be determined by the host circuit and may be subject to change on the day if circumstances dictate this.

19. All drivers must be formed on the dummy grid before the fall of the chequered flag of the preceding race. Once the flag has gone out any driver not in position must start from the back of the grid and the space retained by the following driver.

20. Any kart failing to leave the pits in correct grid position or spinning on the rolling lap may not make up their original position before the start. This is a serious safety issue as karts in front may not be aware you are coming through. It is your responsibility to form up on the rolling lap safely and in control with full regard of the other drivers. If a driver drops out of position in front of you, you must retain your original grid position leaving a gap and not move up taking an advantage.

21. Points will be awarded as follows (Heat/Final):

1 <sup>st</sup> - 25/50,	11 <sup>th</sup> - 13/26	21 <sup>st</sup> - 3/6
2 <sup>nd</sup> - 23/45,	12 <sup>th</sup> - 12/24	22 <sup>nd</sup> - 2/4
3 <sup>rd</sup> - 21/42,	13 <sup>th</sup> - 11/22	23 <sup>rd</sup> - 1/2
4 <sup>th</sup> - 20/40,	14 <sup>th</sup> - 10/20	24 <sup>th</sup> - 0/0
5 <sup>th</sup> - 19/38,	15 <sup>th</sup> - 9/18	
6 <sup>th</sup> - 18/36,	16 <sup>th</sup> - 8/16	
7 <sup>th</sup> - 17/34,	17 <sup>th</sup> - 7/14	
8 <sup>th</sup> - 16/32,	18 <sup>th</sup> - 6/12	
9 <sup>th</sup> - 15/30,	19 <sup>th</sup> - 5/10	
10 <sup>th</sup> - 14/28,	20 <sup>th</sup> - 4/8	

22. A driver must cross the start/finish line to be deemed to have started the race. DNF will be awarded the next place down following the final finisher of the race. In the event of two drivers stopping at the same point the higher points will be awarded to the driver in the better position from the last lap completed.

23. Any driver disqualified for unsportsmanlike behaviour will not be allowed that round to count as a dropped round. DSQ for post-race scrutineering infringement may count as a dropped round.

24. Once the karts have left the pits Parc Ferme rules apply. If you enter the pits you will not be allowed back onto the track in that race again.

25. Disqualification, whether it be for an infringement of driving rules resulting in a black flag or for non-compliance in post-race scrutineering, will not score any points. The Clerk of the Course and Scrutineers will be the final judges of fact.

26. In the event of tied points at the end of the championship, positions will be decided by the most final wins. If there is still a tie it will be decided on final seconds then again thirds. If there is still a tie it will be the better result in the final round that determines positions.

27. The minimum weight limit for DART FQ250 is 177kg kart and driver. The first three positions and any other kart at the scrutineer's discretion will be weighed after each race. If any kart comes in underweight you will be held to one side and once any other karts are weighed a second reading will be taken. If on second inspection you are still underweight you will be excluded from that race. The scales are "the scales of the day" and every attempt, with the cooperation of the host circuit, will be made to ensure they are calibrated and fair.
28. Slick tyres must be purchased through the designated series parts supplier (DART Motorsport). Barcodes will be registered by Series Organisers. Slick tyres will be noted after qualifying (if it is wet then at the earliest opportunity) and these will be the only set of slicks that can be used on that day. In the event of a puncture or tyre damage you will be allowed to replace the damaged tyre with the say so of the Series Organiser. The designated Slick tyre for DART FQ250 is the Maxxis HG1, 3 sets may be used in the championship during the season.
29. The designated wet tyre in the Mojo W2 and must be purchased through the series parts supplier (DART Motorsport). Only one new set may be used per meeting. Brand new or freshly scrubbed wet tyres will be recorded in pit lane by the Series Organiser. Wet tyres must have a minimum of 2mm tread depth before leaving pit lane and again this will be checked before entering the track.
30. Tyre softener is not permitted.
31. Tyre warmers are not permitted.
32. All worn out tyres must be taken home with you and not left in host circuit bins.
33. The clerk of the course for the meeting will have absolute jurisdiction. Their decision is final and binding. Any confrontation of their position may result in exclusion and banning from racing with DART Racing.
34. Any recognised produced chassis is eligible. Prototypes or non-professionally altered chassis will not be allowed at the determination of the Series Organiser.
35. Fully enclosed chain guards are mandatory and must be fit for purpose.
36. Only factory produced plastic fuel tanks may be used in original designed position.
37. GoPro's and other video recording devices may be used as long as the host organisers allow. These must be securely fitted and must have a secondary tether for safety purposes if the original fitting were to fail.
38. Unless it is clearly stated in the regulations that you may do something, please take it that you **may not** do it!

## **DART FQ250 Engine Regulations**

1. The engine capacity must not exceed 250cc. Stroke and bore may be measured if necessary.
2. The standard 32mm CVK Keihin carburettor must be used on all engines (Purchased from DART Motorsport)
3. Standard DART FQ250 exhaust header must be used and unmodified.
4. Standard DART FQ250 PVL ignition must be used.
5. Standard DART FQ250 casings and 'off the shelf' parts must be used.