



 motorsport uk

Welcome
to Karting



“Kart racing is still the best form of racing!”

Lewis Hamilton

Contents

- Introduction to motorsport.....4
- Get started in five simple steps.....6
- What is ARKS?.....8
- ARKS: what to expect.....10
- Flags.....12
- Safety.....14
- Other types of motorsport.....16
- Pre ARKS checklist.....17

Congratulations on taking your first steps into Motorsport UK permitted kart racing

Motorsport is one of the most exciting, diverse and enjoyable sporting activities on the planet.

You are one step closer to joining an exclusive community of 45,000 competitors who hold a Motorsport UK competition licence.

The beauty of this sport is that it offers something for everyone. Very few activities allow men and women to compete against each other on a level playing field, regardless of their age, background and physical abilities.

The sport itself is as diverse as its competitors; there are many types of motorsport, all with two things in common: four wheels and an engine. More information on these different 'disciplines' can be found later on in this booklet.

By joining the ranks of UK competitors you are becoming part of an incredible success story.

Welcome



3,000

Motorsport UK-licensed karters

Get Started in five simple steps.

01 Read up and watch the film

Finish reading the rest of this booklet, which covers a few things you should know about the sport you're about to get involved in.

Also included is a postcard containing QR codes and links to a digital version of the Motorsport UK Rules. This details all the regulations governing the sport to ensure safety and fair play.

On the postcard you will also find links to the Go Karting Film - a must watch for any newcomer - and Motorsport UK TV, a new platform from the governing body, containing video guides on buying equipment, fitness and more.

02 Choose your ARKS school or Club Examiner and book your test

In order to obtain your first karting competition licence, you need to attend a course at a Motorsport UK registered Kart Club or Association of Racing Kart Schools (ARKS) venue. Following the course, you will need to pass a multiple choice test and on-track assessment.

03 Vision test and medical report requirements

For short circuit karting, a vision test or medical is not required regardless of the applicant's age.

For Long Circuit karting (Superkarts), applicants aged 16 to 59 will need to have a vision test before applying for their licence, which are easily available from an optician. If you are aged 60 and above, a doctor's medical report (including a vision test) is required. Bear in mind that your application for a competition licence must be submitted within three months of your vision test or medical.

04 Complete and return the licence application form

Your competition licence application form is included in this pack. Fill in all the relevant sections, tick the box for a Kart Inter Club licence and return to the Motorsport UK Membership Team in the envelope provided.

For Long Circuit applications only, ensure that an optician has completed section 4A, or if appropriate, a doctor has completed sections 4A and 4B.

05 Get your licence

Once you receive your Motorsport UK competition licence, you are eligible to compete in the relevant Inter Club level events or championships of your choice. As you gain experience you will acquire upgrade signatures that will allow you to apply for a Kart National licence, opening up more events and championships to you. Further information on licence upgrades can be found in chapter 6 of the National Competition Rules.



What is ARKS?

ARKS stands for the Association of Racing Kart Schools, a Motorsport UK-recognised collective of professional kart racing schools.

Alternatively the test can be taken by a volunteer ARKS Club Examiner at a participating club. The cost of the test may vary, but while the school can normally supply all the equipment and racewear for you (at extra cost), the Club Examiner will expect you to have arranged for your own kart and equipment.

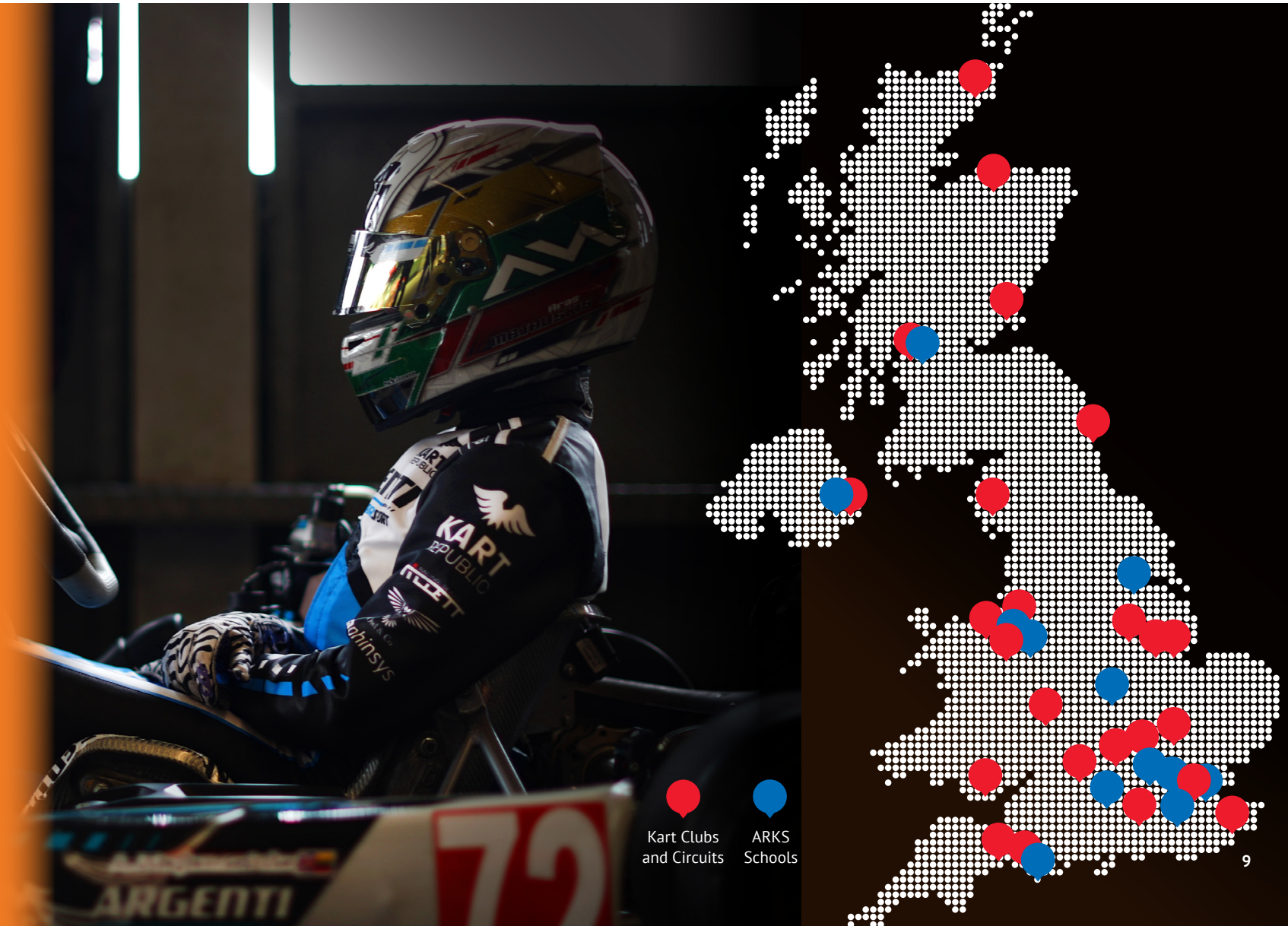
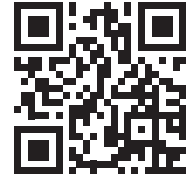
Member schools and participating clubs run the ARKS course. More information about the course and what to expect can be found overleaf. You can do the course at an ARKS venue of your choice, so just pick the one that's best for you and get in touch using the contact details on the ARKS website to make your booking.

Competitors in Short Circuit Karting, who have just completed the ARKS test do not need to wait to receive their Motorsport UK Competition Licence before competing in their first event. Instead, they can compete in that first event by simply producing their completed ARKS application form, providing that:

- The nationality is noted as 'British' and confirmation given that no competition licences are held in any other country
- Section 2 is fully completed and all medical questions are answered 'No' with the exception of the question regarding glasses or lenses required for driving
- Section 3 is signed and fully completed by the ARKS Examiner, and dated within the last 12 months
- Section 5 - Parents or legal guardians must apply for an Entrant PG licence if the child is aged 17 or under. The Parent or Legal Guardian must include a photograph.
- Section 6 is signed and dated by both the applicant and a Parent or Legal Guardian.

However, remember that it is for the event steward to decide whether the ARKS form presented is acceptable and they have the final say.

For further information and for the latest list of venues, please visit www.arks.co.uk.



The ARKS course: what to expect

The exact format of the ARKS course can vary slightly from school to school, but a typical day involves several key stages:



01 Welcome briefing

The ARKS examiners will kick off by welcoming you and your fellow candidates to the school and briefing you on how the day will proceed. This will also include some guidance on what to expect at your first race meeting once you have completed the ARKS course.



02 Safety

You need to watch the content in this pack before heading to your local ARKS school. However, safety is always the overriding consideration in motorsport, so expect a good deal of time to be spent covering this vital topic on the day, so that it is fresh in your mind before you go any further.



03 Written test

You will need to sit the written test in a classroom environment. This test will cover the Motorsport UK Karting Yearbook and the relevant section of the Motorsport UK National Competition Rules: Chapter 18. It will also test your knowledge of the various flags used to communicate important safety information and instructions to competitors on track; these flags are detailed on the following pages and your knowledge of them will need to be 100 per cent accurate.



04 Driving assessment

In addition to the written test, you will head out on track under the observation of an ARKS examiner, who will evaluate your ability to lap the circuit in a safe and controlled manner, using the appropriate 'racing line'. There may be other karts on the track at the same time, so you must also demonstrate your ability to circulate among 'traffic'. This is a test of your competency but you must demonstrate the ability to lap within a certain time set by the Instructor or Examiner.



05 Debrief

The final step is to debrief with your ARKS examiner who, providing that you have completed the assessment successfully, will be able to stamp and sign your application form, which you can then complete and return to Motorsport UK to receive your first competition licence!

Signals

These flags* are used during kart meetings to communicate important information and instructions to competitors out on the track.

In order to complete the ARKS course successfully and acquire a Motorsport UK competition licence, you must be able to demonstrate knowledge of the flags with 100 per cent accuracy. Learn these flags before undertaking the ARKS course. Remember, you will not be able to refer to this document or any others during the written ARKS test.

*Subject to change. Please refer to the Motorsport UK National Competition Rules for the latest terminology and regulations.



01 National flag

Red lights are mandatory for the starting signal. The National Flag should only be used as a starting signal if the lights fail. For a rolling start, vehicles start at the moment the flag is raised. For a standing start they start at the moment the flag is dropped.



02 Blue flag

Stationary: Another competitor is following close behind.
Waved: Another competitor is trying to overtake.



03 White Flag

A service car or slow moving kart is on the circuit. The white flag will be waved to indicate the sector of the track that the slow moving vehicle is in, and held stationary whilst the vehicle is in the next sector.



04 Yellow flag

Stationary: Danger. Slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.
Waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. This signal may be supplemented by flashing yellow lights as an added warning.



05 Yellow flag with red stripes

Stationary: Slippery surface ahead.
Waved: Slippery surface imminent.



06 Red flag

Immediately cease driving at racing speed and proceed slowly without overtaking, and with maximum caution, to the pits or start line, obeying marshals' instructions and being prepared to stop should the track be blocked.



07 Yellow and black flag

Immediately slow down and form up behind the leader, no overtaking. Continue at a reduced pace, with no overtaking until a green flag is shown at the start/finish line. The race leading kart must slow down to a steady pace (as on a rolling start lap).



08 Green flag

Waved: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during each formation lap.



09 Chequered flag

End of Race or Practice.



10 Green flag with yellow chevron

False start, slow down and reform the grid. Continue on another rolling lap, stay in formation at the speed set by the pole sitter at the front.



11 Black and white diagonal flag

A warning to the driver that his/her behaviour is suspect and that they may be black-flagged on further reports. Displayed together with the driver's number.



12 Black flag with orange disc

Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The kart concerned must call at its pits for repairs on the next lap. Displayed together with the driver's number.



13 Black Flag

The driver must stop at his/her pit within one lap of receiving the signal and report to the Clerk of the Course. A penalty of disqualification may be enforced. Displayed together with the driver's number.

Safety

Wherever you go in the world of motorsport, you will come across the following warning triangle time and again.

As the triangle says, motorsport can be dangerous. It is therefore vital that you accept responsibility for your personal safety and take all reasonable steps to minimise the risks to yourself and others.

Personal Protective Equipment (PPE)

Picture a karter and you will most likely visualise a helmet, overalls, gloves and boots, all of which are requisite items for karting.

However, not just any helmet or overalls will do; they must bear the correct 'Standard' label, indicating that their design has been tested and approved for use in motorsport. They must also be in good condition; for example; a cracked helmet will not be acceptable, whether or not it bears the correct Standard label.

General regulations in the Motorsport UK National Competition Rules detail the 'Standards' required for these various items of PPE.

The general advice is always to buy the best safety equipment you can afford and look after it – why would you scrimp on something that is designed to protect you and possibly save your life? Please also consider additional items that might not be mandatory, but that offer a significantly enhanced level of protection.

Kart

Just as your PPE has to meet certain Standards, so does your kart. Again, the Motorsport UK National Competition Rules and Karting Yearbook, and the supplementary regulations of the championship or event will detail all minimum requirements for competing karts, covering areas such as, but not limited to, bodywork, bumpers and weight.

Scrutineering

Attempting to cut corners with PPE and karts is not only ill-advised from a safety point of view, but it is also likely to land you in varying degrees of hot water with event officials. All events have scrutineers on hand to check that competitors' PPE and karts comply with all the relevant regulations before they hit the track, and most events also run post-event eligibility scrutineering.

If a scrutineer finds a safety-related problem with your PPE or kart, such as a helmet with the wrong Standard label or a cracked brake disc, he or she may allow you to rectify the issue and present the item again for further scrutineering, as you will not be allowed on the track until it has passed.

If an eligibility issue is uncovered, such as an engine with the wrong carburettor, the scrutineer will submit a report to the Clerk of the Course or Stewards, who will then decide what action to take. In more serious cases, this could be exclusion from the event.

Please remember that scrutineering is not something to 'get through' – the process involves a brief inspection of your kart and PPE to ensure compliance with the regulations.

It does not certify that everything is 'safe'; it is the responsibility of every competitor to take all necessary precautions to keep themselves and their fellow competitors as safe as possible.



Choosing a motorsport club, team or coach

When choosing any club, team, or individual coach, it is important that parents are confident that their children will be safe and happy.

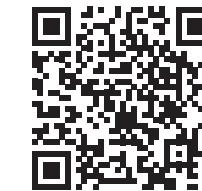
Here are some points for you to consider in selecting a club, team, group or coach.

- Always interview a potential coach and be satisfied that they answer your questions fully.
- Ask to see personal references and confirm their authenticity by contacting the referees directly. Ask to see their qualification certificates (not photocopies) and be satisfied they are recognised and authentic.
- Ask to see their CV, employment record, and suitability check (referred to as DBS in England, Wales, British Isles and PVG in Scotland) if required. If there are career gaps, ask reasons and seek evidence of any explanations offered.

Questions to ask a potential Team Manager or Coach include:

- Do you have a safeguarding policy?
- Have you completed the Motorsport UK safeguarding training?
- Are staff trained and do they have a Motorsport UK approved suitability check in place? (Referred to as DBS in England, Wales British Isles and PVG in Scotland).
- Are you affiliated with Motorsport UK?

For more information, visit <https://motorsportuk.org/the-sport/safeguarding> or contact the Motorsport UK Safeguarding Team at safeguarding@motorsportuk.org.



5,000

Event permits issued to local motor clubs

Minimum Ages

Motorsport is unique in that it allows young people to get behind the wheel years before they are able to drive on the roads.

Competing in motorsport from a young age can teach basic car control skills and enable young drivers to be safer when they do learn to drive.

Check out some other disciplines you could compete in to compliment your karting.

- 6 Bambino Karting
- 8 Short Circuit Kart Racing
Junior Dragster
- 12 Road Rally Navigator
- 13 Cross Country Tyro
- 14 Car Trial
Autosolo
Minicross/Clubcross
Car Race
(junior race formulae only)

- 16 Circuit Racing
Long Circuit Kart Racing
Kart Endurance
Sporting Trial
Autotest
Sprint & Hillclimb
Autocross & Rallycross
Drag Race
Stage & Hill Rally
Navigator



Pre-ARKS Checklist

- Complete the application form in this pack and attach a passport photo. If under 18, you will also need a photo of your parent/guardian
- Medicals are not required for short circuit karting, if competing in long circuit karting, ensure you have had the required medical assessments
- Join a local Motorsport UK-affiliated kart club, go along to a club meet, chat to other competitors and choose a class you wish to compete in
- Research Motorsport UK approved racesuits, helmets, gloves and boots within your budget
- Choose your preferred ARKS venue and practice to try and achieve the target lap time
- Book your ARKS test
- Test yourself on the flag signals and information included in the karting film
- Remember to bring this starter pack and form with you to the test
- Join your local club. There are around 700 Motorsport UK registered motor clubs across the country, organising most of the events that take place throughout the year. You can find your local club here www.motorsportuk.org/clubs-organisers/find-clubs. You must join your local club before you can compete and ideally sign up before you apply for your competition licence to benefit from club members' wealth of experience and advice.





RACE WITH RESPECT

IT STARTS WITH **YOU**



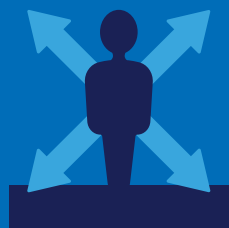
RESPECT



FAIR PLAY



INTEGRITY



SELF-CONTROL



GOOD MANNERS

motorsportuk.org/racewithrespect
#RaceWithRespect



Good luck and enjoy motorsport

So, you have read through this booklet and familiarised yourself with the NCRs, watched the instructional film, completed the ARKS course, returned your competition licence application form, received your licence and hopefully joined your local motor club. You are now ready to enjoy the sport for many years to come.

Motorsport UK and its event-organising member clubs do their utmost to minimise motorsport's inherent risk, but ultimately only you are responsible for your personal safety.

Motorsport volunteers are just that –volunteers. They are there because they love the sport and their only job is to help you to enjoy it in a safe and fair environment, so please treat them with the respect that they deserve.

Always respect your fellow competitor, who shares your love of motorsport and is likely to have invested just as much time, effort and resource as you have.



Now there is just one thing left to do:

Go karting!



We are the national membership organisation and governing body for four-wheel motorsport in the UK, representing competitors, volunteers, clubs and fans.

Motorsport UK is a not-for-profit organisation (limited by guarantee) that exists to service and grow the sport. We are a member of the world governing body, the Fédération Internationale de l'Automobile (FIA).

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