



DANIEL RICCIARDO SERIES

DRS100 Junior
DRS125 Senior

2025

SPORTING
RACING RULES & REGULATIONS

*PUBLISHED) COPY - all four
11/3/2025*

1. TITLE – Daniel Ricciardo Series (DRS) – DRS100 Junior, DRS125 Senior - SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction: The **Daniel Ricciardo Series (DRS)** is organised by and promoted by Daniel Ricciardo Kart Club / ACR Ltd Company Registration number 3857048 address: Lissone House, Harris Business Park, Bromsgrove, Worcestershire B60 4DJ.

Motorsport UK Championship Permit Number(s):

Championship Grade: Interclub

Organising Permit Status: Interclub

1.2 Officials:

1.2.1 Co-ordinator: Mrs Jayne Moore.

1.2.2 Eligibility Scrutineer: Mr Keith Ramsbottom.

1.2.3 Championship Stewards: Michael Simpson, David Homer, Karol Prochniak.

1.2.4 Race Director/Clerk of the Course: Mr Matt Daniels

1.2.5 Championship Child Safeguarding officer: Mrs Jayne Moore

1.2.6 Championship Race and Respect Officer: Mrs Jayne Moore

1.2.7 Championship Timekeeper: Sam Taylor / **Hannah Askew**

1.2.8 Class Technical Expert: Andy Cox

1.3 Competitor Eligibility:

1.3.1 Entrants must be registered and fully paid-up valid members of the Motorsport UK registered Kart Club Daniel Ricciardo Series Club. They must also hold a valid Motorsport UK competition "Interclub" kart licence. There is no refund of the DRS registration / club members fee if any rounds are cancelled due to COVID-19 or by any UK Governments restrictions or indeed for any other reason.

1.3.2 Competitors under the age of 18 must be accompanied by the holder of a Kart PG Entrant's licence who must sign on as Entrant of that Competitor.

1.3.3 Drivers and Entrant/Drivers must be fully paid-up valid members of the Daniel Ricciardo Series Club, be registered for the Championship, and in possession of a current Motorsport UK Interclub Licence, or be in possession of the highest grade of national Kart licence or valid CIK-FIA international Licence, together with their ASN's written consent NCR 6.3.1.6 and FIA ISC Article 2.3.7.b applies)

1.3.4 A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the championship requires absence from school, drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from their school, to fulfil registration of the Championship, and this must be presented to the Championship Coordinator prior to each meeting.

1.3.5 GDPR Compliance – see attached supporting details in notes.

1.3.5.1 **DRS100 junior** drivers can race from 11 years old but must be in the year of their 12th birthday, however it is obligatory that such a driver must have competed in either a Motorsport UK Cadet class or have completed at least six DRS40 or DRS50 cadet races and must have passed their ARKS driving test and obtained an Motorsport UK Interclub licence. A driver must be a minimum weight of **41kgs** including helmet, rib protector, gloves, race suit and boots. A driver can stay in DRS100 Junior until the 31st of December of the year in which their 16th birthday is achieved.

1.3.5.2 **DRS125 senior drivers** can race from 15 years old.

1.3.6 The kart number they register and race at the start of the season or at the first round they compete from cannot be exchanged during the series season for another “used condition DRS Ricciardo Kart”.

1.3.7 If a driver wishes to change the kart they are racing during the season, then they may do this once during the season, but they may only do this by purchasing either a brand-new DRS Ricciardo rolling chassis or complete DRS Ricciardo kart.

1.3.8 The only exception to this rule is if a driver must use an emergency loan kart to complete a round from ACR Ltd or if the driver wishes to reframe their chassis at any point during the season which is permitted.

1.3.9 Once a driver has moved into DRS100 junior they may not revert to a cadet class or any Motorsport UK cadet/intermediate class. A DRS100 driver having moved into DRS125 senior class may not revert to DRS100 Junior class.

1.3.13 The definition of a “Rookie Driver” is a driver that is a “novice” and has not yet completed 6 races in Motorsport UK events.

1.3.14 Any drivers coming from arrive and drive 4 stroke karting or any other “IKR” 2 stroke kart racing series will be classed as a “Rookie” and must apply for a Motorsport UK licence and will be subject to ARKS Requirements as per Motorsport UK NCR.

- 1.3.15 Any driver that raced in the **2024** Daniel Ricciardo Series and competed in less than 6 rounds will be classed as a “Rookie” Novice for the start of the Daniel Ricciardo Series for **2025** and must apply for the appropriate a Motorsport UK licence. A rookie driver must then complete 6 novice signatures collecting signatures or due or use published results to be able then to upgrade their Motorsport UK licence and race on yellow racing plates.
- 1.3.16 All drivers who are looking to race in the Daniel Ricciardo Series for the first time must pass the Driver Evaluation Test (DET) and Motorsport UK ARKS test.

2.0 RACE EVENT PROCEDURE

2.1 Entry

- 2.1.1 Entry for each event is on a first come, first served basis. Entries are confirmed only when accompanied by full payment.
- 2.1.2 Entries for Daniel Ricciardo Series events should be made initially via the Series Registration Form, which can be found via www.danielricciardoseries.com
- 2.1.3 Once registered drivers can log into the members section with their username and password and access the member’s area of the website where they can enter races.
- 2.1.4 Entries will close on the Friday at 17.00pm 1 week before the race weekend.
- 2.1.5 After this time, it may be considered to enter, however, late entries will incur a **£30** administration fee and the DRS office should be contacted on 01527 889595 for instructions and IF your late entry can be accepted.

- 2.1.5a Entry to the venues will be a controlled entrance and the opening of the venue will be on a Saturday morning only. Competitors must not access the venue on the Friday night, if found to do so you will be excluded from the event and without refund. If it is possible to enter a venue on a Friday evening this must be pre-authorized by the Daniel Ricciardo Series, and you will be instructed where to park. The areas around the Daniel Ricciardo Series truck shop and awning must be always left clear and unobstructed, otherwise you will be asked to move. Any overnight/camping **or pit bay fees** may or may not be charged by the circuit owners and not the Daniel Ricciardo Series.
- 2.1.5 b Depending on the venue it may not be possible to stay on site overnight. This will be communicated by email to all members prior to each event. If it is not allowed to stay overnight, then as per Para 2.1.5a the access procedure to the venue will be repeated on the Sunday morning.
- 2.1.6 If the entry exceeds the circuit/ venue grid maximum (Para 2.8.3) by 1 driver then the "B" Final procedure will be implemented providing all entered drivers have registered and are present for the warm up.
- 2.1.7 The B final procedure if implemented means that the number of competitors in the Grand Final of that event will be set at 28 (including the drivers who repacege from the B final). The remaining drivers will race in the "B final" and the 3rd place driver in the "B final" will receive a trophy.
- 2.1.8 The winner and 2nd place driver of the "B Final" will repacege into the Grand Final and start on grid places 27 and 28. The winner and 2nd place driver of the B final will not score any points for the B final race with the 3rd place driver and so on being awarded Series points in the "B final" as per Para 8.0.

Cancellations

- 2.2.1 Full refund will only be offered to entry's cancelled no later than 14 days prior to each event.
- 2.2.2 Any cancellations received after this date but 7 days prior to the event will be offered a 50% refund.
- 2.2.3 Any cancellations received within 7 days prior to the event and for whatever reason will lose their full entry fee.
- 2.2.4 No shows on the day of the event will lose the full entry fee.
- 2.2.5 Cancellations will only be accepted in writing, either by fax or email.
- 2.2.6 If a race meeting is cancelled or abandoned by the organisers in advance, anytime up to registration commencing, the entry fee will be transferred to the re-scheduled date.

2.2.7 However, if you are unable to attend the re scheduled date you will automatically forfeit your entry fee.

2.2.8 If for any reason a replacement round cannot be arranged, then a full refund will be offered.

2.3 TRANSPONDERS

2.3.1 It is each driver's responsibility to provide their own transponder and holder. All karts must be fitted with a AMB/MYLAPS transponder provided by the driver.

2.3.2 Transponders must be fitted in an approximately upright position on the back of the seat, fitted at a height from the ground of 25cm +/- 5cm measured to any point on the transponder. It is the driver's responsibility to ensure that the transponder is working correctly. These transponders are used for scoring/timing and must be fitted for all sessions of the event.

2.3.3 Transponders not fitted or not working will result in the competitor not being timed for the qualifying session and will be noted as qualifying or finishing last if in a heat, Pre-Final, Final or "B final".

2.3.4 It is obligatory for transponders to be fitted and working on Saturday in FP4 and FP5 and the official timed qualifying session.

2.4 TESTING

2.4.1 Competitors are not permitted to test/practice, using their DRS Ricciardo kart or any other type of kart at the circuit from and including the Monday, Tuesday, Wednesday, Thursday, and Friday prior to the DRS race event. This rule applies to all Series rounds.

2.4.2 Pre-event testing will only be permitted on designated days and times scheduled by the Series. A schedule will be advised to all members prior to each round.

2.5 COMPETITORS OBLIGATIONS

2.5.1 It is mandatory for all competitors to sign on before arrival to each race meeting via their Alpha Timing online race entry system.

2.5.2 It is mandatory for all competitors to upload a picture of their Motorsport UK Licence and PG Licence if applicable to the Alpha online entry system. All drivers must also bring their Motorsport UK licence to all events and the PG licence if applicable.

2.5.3 It is mandatory for all competitors to provide and ensure a working transponder is fitted to the kart as per regulation 2.3.2

2.6 CAMERA'S OR GO PROS

2.6.1 For the use of cameras on test days or DRS race days please refer to **DRS100 and DRS125 technical regulation 12.4 and 12.5**

2.7 PADDOCK AWNINGS AND PIT SPACES

2.7.1 To maintain the "privateer" ethos and a friendly and open paddock in the Daniel Ricciardo Series, any awning or Gazebo in the paddock must not be larger than 6m x 3m and have a maximum of 1 driver.

2.7.2 It is not permitted for anyone to charge a fellow driver for awning space as per regulation 20.1.11.

2.7.3 The only large awnings that are permitted with multiple karts inside are that of Andy Cox Racing Ltd who are the Official Promoters and Technical Assistance for the Daniel Ricciardo Series.

2.7.4 It is of course permissible to have individual gazebos next to each other, but these must be spaced 2 metres apart and not connected for health and fire safety reasons.

2.7.5 Competitors must also have with them a fire extinguisher in their pit space or awning.

2.7.6 Paddock spaces cannot be reserved. You will be allocated a pit space upon your arrival – please note from the Official Timetable information ahead of an event where the Daniel Ricciardo race truck and support vehicles are to be located and ensure this area is not obstructed.

2.7.7 Competitors are reminded to be courteous of where they park in the paddock and must park cars in the circuit car park. If you are asked to move your vehicle if it is causing an obstruction, please do so in a courteous manner as there will be a genuine reason why you are being asked to move.

2.7.8 Scooters or electric scooters, bikes, Segway's, skateboards, roller blades are not to be used in the paddock.

2.8 SERIES ROUNDS

2.8.1 The SERIES will be contested over 8 events (8 x Grand Final, 8 x Pre-Final 8 x Heats and 8 x Timed Qualifying sessions, visiting 8 circuits.

2.8.2 For the sake of absolute clarity a “Timed Qualifying session” and a “Pre-Final” are to be classed and scored the same as a “heat”. A total of a drivers highest 7 Grand Finals and 21 Heats “Heat” point scoring races will be counted towards a driver’s final series points total.

2.8.3

| | |
|--|----------------------------------|
| Sat and Sun 15 th /16 th March | Three Sisters – max grid size 34 |
| Sat and Sun 12 th /13 th April | Whilton Mill– max grid size 34 |
| Sat and Sun 3 rd /4 th May | Llandow- max grid size 34 |
| Sat 31 st May / 1 st June | Shenington– max grid size 34 |
| Sat and Sun 28 th /29 th June | Buckmore Park – max grid size 34 |
| Sat and Sun 19 th /20 th July | Clay Pigeon – max grid size 34 |
| Sat and Sun 30 th /31 st Aug | Hooton Park – max grid size 28 |
| Sat and Sun 27 th /28 th September | GYG– max grid size 34 |

2.8.4 Should it be necessary for any Series round to be cancelled for whatever reason, the organisers will endeavour to allocate an alternative date and/or venue. Any substituted round will count towards the Series. Sat

3.0 SCRUTINEERING

3.1.1 Online registration via the alpha timing entry system all competitors must complete a self-declaration scrutineering online form giving the details of their kart they will be racing at the event.

3.1.2 At any post-race scrutineering, the chassis, engine must be those stated and registered to an owner’s kart on the **Daniel Ricciardo Series UK** database. It is also obligatory on the Saturday DRS practice day that the driver is running the registered kart and engine that they will be racing and have entered for the DRS Sunday race day. Anyone who is found running a different engine or kart during Saturday practice sessions will not be permitted to race on the Sunday.

3.1.3 Should it be found that the chassis or engine do not comply with the above requirements, it will be considered a matter of fact that there will be no appeal.

- 3.1.4 **Penalty will be DSQ from the race or event at the SERIES organisers' discretion.**
- 3.1.5 Post race scrutineering will take place after timed Qualifying, heats, Pre-Final, Final or "B final".
- 3.1.6 All results are deemed provisional until all the karts are released by the series scrutineer, or any person designated to do so in his absence. And/or after completion of a technical procedural check.
- 3.1.7 After timed qualifying and for any race, all drivers must go to the Parc Fermé area.
- 3.1.8 Any driver and kart can be directed or requested by an official to go into the weigh in/scrutineering area. No person or persons other than the driver may enter the weigh in/scrutineering area, until instructed to do so by a scrutineer.
- 3.1.9 **IT IS THEN ONLY PERMITTED ONE HELPER TO ONE DRIVER IN THE SCRUTINEERING AREA.** The helper must not enter the parc ferme until called by the scrutineer. They must only help lift the kart onto the scales when told to do so by an official or Series scrutineer. The driver should not leave this area without the specific permission or instruction of the series scrutineer, or any person designated to do so in his absence. The driver should keep his/her crash helmet on and gloves until he/she returns to their pit.
- 3.1.10 Any driver or kart leaving this area without permission may be DSQ from that Timed Qualifying, Heat, Pre-final or Grand final or the whole event.

4.0 TYRES/SCRUTINEERING

- 4.1.1 All competitors must use "USED" slick tyres for the Sunday morning "warm up" if the session is declared dry and these "MUST NOT" be the race barcoded tyres that you have recorded on your scrutineering declaration. If the warmup session is declared open, then a competitor can choose to use used slicks (non-race slicks) as described above or wet tyres.
- 4.1.2 All competitors will have one set of slick tyres only for that meeting. The barcode number of each tyre must be recorded before qualifying begins. Each category will be called to the Pre-grid, where the scrutineer will scan each tyre to check the bar code allotted to your scrutineering declaration.
- 4.1.3 It is obligatory for this recorded set of slick tyres to be used in the Time Qualifying session (Heat) Heat 1 (s) Pre-Final Heat, Grand Final or Final B for that event.

5.0 WEIGHT

- 5.1.1 The minimum weight limits of the classes are detailed in the DRS technical regulations, these are calculated by combined weight of driver, kart and engine with the kart in complete racing trim, as at the end of each time of Warm up, Qualifying, Heat, Pre- Final or Grand Final or B Final.
- 5.1.2 After a kart and driver have completed either Warm up, time Qualifying, Pre-Final or Grand Final or B final it is not permissible to alter the weight of the kart or driver in any way before being weighed.
- 5.1.3 The driver must have their crash helmet, gloves, boots, rib protector and suit as raced as per Motorsport UK NCR 9.0.7 and 18.7.3-4. The driver must sit in the kart on the scales to allow the scrutineer to read the scales. It is not permitted to stand on other areas of the kart to get a weight reading.

6.0 RACE FORMATS

- 6.1.1 The Warmup session will run for a period of 5 minutes.
- 6.1.2 It is obligatory that all Competitors MUST GO OUT onto on to circuit during the warmup session and complete a minimum of 3 full laps across the finishing line. If a driver does not complete warm up or time qualifying on the Saturday of a round they may not compete on the Sunday.
- 6.1.3 The warmup session is for competitors to ensure their transponder is working together with all systems and settings on the kart.
- 6.1.4 "A driver who does not complete 3 laps in the warm -up because of a technical failure can only take part in the race with permission of the race director, when permitted, any driver would be given last place in the warmup results".
- 6.1.5 In case of a breakdown in the warmup without 3 laps being completed then a driver, subject to time could be made to complete 3 laps before racing or qualifying starts.

7.0 FORMAT OF RACING

- 7.1 Drivers will compete in one Timed qualifying (TQ) session only of 8 mins duration; however, this session time can be reduced by the race director for either time constraints or due to adverse weather conditions.
- 7.2 After qualifying has been completed the grid and points will be determined from the fastest times. If a driver fails to set a time they will start and will be classified in the last position.
- 7.3 A rookie/novice may start in a place as qualified without the need to start from the back. The Race Director may use his discretion on the grounds of safety to alter the starting place of any rookie. If a rookie chooses themselves that they prefer to start from the back of the grid they may do so.
- 7.4 In the event of tied qualifying times between drivers, the driver who set the time first will be awarded the higher position.
- 7.5 The Heat is/are scheduled to run for a duration of 9 minutes + 1 lap. Wherever a driver finishes the heat will be their starting place for the Pre-Final.
- 7.6 The Pre- Final is/are scheduled to run for the duration of 9 minutes + 1 lap. After the Pre-Final a driver's points from TQ, the heat and the Pre-Final will be totaled, and this will determine his/her starting grid place for the Grand Final (e.g. the driver with the highest points will start from pole and so on).
- 7.7 The Grand Final is/are scheduled to run for the duration of 12 minutes + 1 lap.
- 7.2 **If race entries exceed the maximum grid size for that venue the following Time Qualifying Racing format will be applied to incorporate a B final race –**
- 7.2.1 Drivers will be divided into two groups randomly by computer.
- 7.2.2 Drivers will then compete in their allotted group in one timed qualifying (TQ) session only of 8 minutes duration; however, this session time can be reduced by the race director for either time constraints or adverse weather conditions.
- 7.2.3 After both timed Qualifying session groups have been completed the grid and points for Heat A will be determined from time Qualifying group results from group A.

- 7.2.4 The grid and points for Heat B will be determined from Time qualifying results from group B.
- 7.2.5 If a driver fails to set a time in their group, they will start and will be classified in last position.
- 7.2.6 A rookie may start in a place as qualified without the need to start from the back. The Race Director may use his discretion on the grounds of safety to alter the starting place of any rookie. If a rookie chooses themselves that they prefer to start from the back of the grid they may do so.
- 7.2.7 In the event of tied qualifying times between drivers, the driver who set the time first will be awarded the higher position.
- 7.2.8 Once in their group a driver will compete in a further heat and a Pre-Final.
- 7.2.9 The heat and Pre-Final are scheduled to run for the duration of 9 minutes + 1 lap.
- 7.2.10 Wherever a driver finishes the heat will be their starting place for the Pre-Final.
- 7.2.11 After the Pre-Final the top 13 scoring drivers from each group will be promoted into the Final with their starting positions of group A starting on the side of odd (pole) grid numbers and group B starting on the even (2nd) grid numbers side and so on.
- 7.2.12 The Grand Final is/are scheduled to run for the duration of 12 minutes + 1 lap.
- 7.2.13 The remaining drivers will compete in the "B final" which is/are scheduled to run for the duration of 10 minutes + 1 lap. The winner and 2nd place driver of the "B Final" will repechage into the Grand Final and will start the Grand Final from 27th and 28th positions accordingly and will not score any points in the B final.
- 7.2.14 The starting positions of the B final e.g 14th place of group A starting on the side of odd grid numbers (pole) side and 14th place of group B starting on the even grid numbers (2nd) side and so on.
- 7.2.15 Once the time has elapsed of a race the race leader will be shown the final lap board.
- 7.2 .16 The race director reserves the right to reduce the length of any race at any time prior to the start.

8.0 SERIES POINTS SYSTEM

8.1.1 Points will only be awarded for the Heats (Timed Qualifying and Pre-Final) and Grand Final and B final if run.

8.1.2 Heat (A) 1st = 65 Points
2nd = 62 Points
3rd = 59 Points
4th = 57 Points
Then reducing by individual points down to last place

8.1.3 Heat (B) 1st = 65 Points
2nd = 62 Points
3rd = 59 Points
4th = 57 Points
Then reducing by individual points down to last place

8.1.4 Pre-Final (A) 1st = 65 Points
2nd = 62 Points
3rd = 59 Points
4th = 57 Points
Then reducing by individual points down to last place

8.1.5 Pre-Final (B) 1st = 65 Points
2nd = 62 Points
3rd = 59 Points
4th = 57 Points
Then reducing by individual points down to last place

8.1.6 "Grand Final" 1st = 130 points
2nd = 127 points
3rd = 124 points
4th = 122 points
Then reducing by individual points down to last place.

Fastest Lap will be awarded 5 points.

8.1.7 "B Final" 1st and 2nd place "no points" 3rd place = 97 points
Then reducing by individual points down to last place.

- 8.1.8 All non-finishers or non-starters in a race will be classified and subsequently awarded points according to the number of laps completed.
- 8.1.8 If more than two drivers stop on the same lap, the relative positions at the end of the previous lap will be used to determine the relative finishing order.
- 8.1.9 If more than two drivers stop on the first lap, their grid positions will be used to determine the relative finishing order.
- 8.1.10 In a timed Qualifying session, all non-finishers or non-starters will be awarded last place points according to the number of laps completed. If there are more than two non-starters their time from their warmup will be used to determine the relative finishing order.
- 8.1.11 At the end of a race in parc ferme post-race scrutineering any basic technical non-compliance issues like a missing front pod or bodywork, chain guard or an underweight competitor will be awarded last place and associated points.
- 8.1.12 During the heat, Pre-Final and Grand Final and B Final the dummy grid exit will be closed once the race has started.
- On a rolling lap if a driver breaks down, they may receive assistance from a signed-on pusher only. Any signed-on pushers must wear a high vis jacket. However, if they restart, they must join the back of the grid, but this is at the discretion of the race director. In the event of a breakdown the driver may not re-join the race
- b) If a driver spins off during a race, they may re-join the race immediately under their own power and without any assistance.
- c) If a driver spins off or crashes and is unable to re-join the race immediately under their own power then he/she will be considered retired from that race. In this case the driver should exit the kart and locate themselves safely in the nearest marshal post on the circuit.
- 8.1.13 If a driver signs in online for a round of the series and completes warm up then the following will apply - if he or she "does not start" DNS or fails to make the grid then he/she will still be awarded last place points for that qualifying session, heat, Pre-Final or Grand Final or "B Final".

9.2 Overall SERIES

9.2.1 The SERIES winner (Champion) will receive a SERIES trophy and a choice of 3 different prizes (they must choose only 1)

A voucher to use to rent “Free of Charge” an “EASYKART” in the Grand World Easykart Finals in Italy *Terms and conditions apply* The driver must hold or being eligible to upgrade to a “National” status kart licence from Motorsport UK.

OR a brand-new rolling DRS Ricciardo Chassis to be registered to their existing engine.

9.2.2 The voucher is not transferable and cannot be sold to another person nor can it be exchanged for money or spare parts or labour services.

9.2.3 The SERIES runner up (2nd) will receive a championship trophy.

9.2.4 The SERIES 3rd placed drivers will receive a trophy.

9.2.5 The SERIES 4th placed drivers will receive a trophy.

9.2.6 The SERIES 5th placed drivers will receive a trophy.

9.2.7 The SERIES top “Rookie” will receive a trophy.

10.

COMPETITORS PROMOTIONAL OBLIGATION

- 10.1.1 It is obligatory for all drivers in the Daniel Ricciardo Series to run the Official Ricciardo Kart graphics that you receive within your Series registration. These must be always kept in reasonable condition and if instructed by the official series scrutineer must be replaced to keep a reasonable image level for Live Streaming of the Daniel Ricciardo Series. Each driver must always display and use the Daniel Ricciardo Series DRS visor sticker – no other visor sticker is permitted.
- 10.1.2 This applies both on a Saturday and Sunday of a DRS event. It is permitted to run a driver name sticker on a white background with black letters on each side pod only. The maximum size your driver's name sticker should be is 13cms long x 3cms high and may include a nation flag.
- 10.1.3 No stickers are permitted on the air box or anywhere else on the bodywork. It is permitted to put personal stickers on the rear of the seat.
- 10.1.4 Competitors are not permitted to wear any other Official kart manufactures race suit or kart race team branded suits other than the Official Ricciardo or birelART kart suit. Personalized race suits are permitted but must not show any logo of any other kart manufacturer or kart brand. Sponsor logos are allowed on personalized suits if they are age appropriate for the Daniel Ricciardo Series paddock.

11.0 RACE PROCEDURE

11.1 Dummy Grid Procedure

- 11.1.1 A timetable of each race will be emailed to each competitor prior to the race weekend.
- 11.1.2 The timetable will be posted online into the Daniel Ricciardo members section on www.danielricciardoseries.com
- 11.1.3 The timetable will show a detailed timetable of when qualifying or a race will start.
- 11.1.4 The timetable will state when the gate or dummy grid opens and a time for when the gate/dummy grid closes and a time for the race start.
- 11.1.5 An Official dummy grid DRS clock will be displayed at the entrance gate/dummy grid and will be the clock that is used for the Daniel Ricciardo Series timetable of that day/event.
- 11.1.6 Access via the gate / to the dummy grid will be defined at the driver's briefing and access to the grid is only permitted via this entrance. At this entrance will be a board indicating the declared condition for the race by the race director. The static board will indicate either DRY RACE (slicks must be fitted) or WET RACE (rain tyres must be fitted) or OPEN RACE (slicks or rain tyres may be fitted).
- 11.1.7 It is obligatory to have the correct wheels and tyres fitted to the driver's kart that conforms to the declared condition of the race when entering the dummy grid.

11.1.8 DRS DUMMY GRID CLOCK: GATE PROCEDURE

WHITE SCREEN:

Next class on the grid, declared tyre type in use, current time & time until grid is closed.

GREEN SCREEN:

5 minutes before the gate closes a siren will sound to notify there are 5 minutes left.

YELLOW SCREEN:

2 minutes before the gate closes a siren will sound to notify there are 2 minutes left.

If the meeting is declared open, your tyre choice must have been made before the 2-minute warning is displayed (Yellow screen & 2 horn sounds).

RED SCREEN:

A siren will sound for 5 seconds to notify the gate closing and the remaining time will be displayed at 0:00 GRID IS NOW CLOSED

11.1.9 a If the gate / access to the dummy grid is closed **ONLY** the Race Director can use their discretion to allow the competitor onto the grid for that race and they will start from rear of the grid in the order that they were queued at the gate.

11.1.9b It is not permitted to leave the entrance / dummy grid once you have entered to try to change your choice of tyre, even if the entrance/gate is still open. If you do this, you will not be allowed to take part in that race.

11.1.9c It is only permitted to change tyres on the grid if the race director changes the track status from dry to wet. The driver's helper may only re-enter the grid when directed to do so by the dummy grid marshal.

11.1.9 Each driver must take their place on their grid slot as directed by the dummy grid Marshall. If a driver(s) fails to turn up to the grid or the grid closes, then all drivers behind the missing driver will move up on the grid. No gaps or spaces will be left on the grid.

11.1.10 If a late competitor is granted access by the race director, then they must start in last place on the grid. If a competitor is seen jumping up the grid on the rolling lap, they will be blacked flagged.

11.1.11 When a Kart and driver enter the dummy grid, he/she is not permitted to return to the paddock for any reason, unless instructed by an official.

11.1.12 Any driver arriving at the dummy grid once the grid has departed will miss that race.

12.0 **On The Grid**

12.1.1 At the point when all karts are on the grid, prior to rolling up procedure, in the event that it begins to rain, at the discretion of the race director the race start will be delayed giving the competitors the opportunity to fit rain tyres. If declared a WET RACE all drivers must fit rain tyres.

12.1.2 A time of 10 minutes will be provided. Any change of tyres must take place in the dummy grid area only. Your helper can only enter the dummy grid when permitted to do so by the dummy grid marshal. Driver - PLUS YOUR HELPER ONLY.

12.1.3 It is permitted to change the front wheels and adjust the wheel spacers.

- 12.1.4 It is permitted for the rear hubs to be adjusted and rear width changed to ensure the kart complies with the quadrilateral wheel regulation Motorsport UK section U appendix 1 drawing number 6.
- 12.1.5 The tyre pressures may be checked and adjusted but air may not be added.
- 12.1.6 There must only be **ONE DRIVER AND ONE HELPER** changing the wheels – multiple helpers will not be permitted and if this is the case the driver will not be allowed to participate in the race.
- 12.1.7 Drivers are permitted the following spares/tools onto the dummy grid in their kart trolley:
- A set of slick or wet tyres on rims (depending on track conditions)
 - A 10mm socket or t bar or buzz gun.
 - A 22mm socket /ratchet front wheel spanner.
 - A tyre pressure gauge.
 - A spark plug and spark plug socket – allowed to be changed in case of no start.
 - A 6mm Allen key or 6mm T bar.
- 12.1.8 No other work or adjustments are permitted on the dummy grid.
- 12.1.9 The DRS Official starter gun will be located at the front of the grid for use in emergency start and must always be returned to the front of the grid after use.
- 12.2 Non-Starters on the dummy grid**
- 12.2.1 If a driver is unable to start their kart on the dummy grid, whilst the grid is under rolling up procedure (**1st rolling up lap only**), the driver will be entitled to an assisted start by the helper or mechanic.
- 12.2.2 With permission from the dummy grid marshal, the driver will be permitted to enter the circuit and re-take his/her grid position.
- 12.2.3 If a driver is unable to start their kart on the dummy grid, whilst the grid is on lap 2 of rolling up lap procedure, the driver will be entitled to an assisted start by the DRS grid staff and with the permission and direction only of the dummy grid marshal the driver will be permitted to enter the circuit **but must start from the back of the grid.**
- 12.2.4 If a driver fails to start their kart on the dummy grid as the grid is approaching the final corner prior to the start line, the driver will miss that race.
- 12.2.5 The dummy grid marshal and or Race Directors decision are final.

13.0 Race Start and Rolling lap.

- 13.1.1 The grid formation will be 2 by 2. During rolling-up laps, drivers should stay to the outside edges of the track and leave gaps to allow other drivers to take up their allocated grid positions. No weaving or tyre warming is allowed.
- 13.1.2 Once all karts are on track, the front row should establish a steady and even pace.
- 13.1.3 Drivers who fail to use circuit cut-through(s) as directed during rolling-up laps will risk the race being started regardless of their place on circuit leading up to the race start.
- 13.1.4 It is each driver's responsibility to start in the correct grid position. Competitors may signal to the Race Director if other drivers are preventing them from getting into their correct starting position.
- 13.1.5 Drivers will receive a penalty if they start ahead of their grid position. If a driver fails to make any effort to take up their correct starting position, beneficiaries will not be penalized.
- 13.1.6 During the rolling-up laps, drivers in trouble should raise a hand. Drivers may overtake competitors unable to keep up with the pack during rolling-up laps.
- 13.1.7 The driver in pole position will control the pace as the pack approaches the start line, maintaining a steady and even speed towards the start line. Drivers must keep in their grid place in two lines within the painted lanes on the circuit.
- When the starter is satisfied that the karts are approaching the start line in correct position and at an acceptable speed, the starting signal will be given by extinguishing the red light (or by raising the National flag should a light failure occur). If a further lap is required, the red lights will remain on, or the flag will not be raised. Once the race start has been given drivers can break formation, but should this occur before the lights go out (i.e., drivers leave the corridors of their painted lane, or break formation, with the red lights are on (7.5.1.)) then a penalty will be applied to that driver or the race director may call a false start.
- 13.1.8 If the pole man breaks down the 2nd place grid will be considered the new pole man and will maintain his original 2nd place grid place and will control the pace.
- 13.1.9 The missing original pole **person** place must not be filled.
- 13.1.10 No driver may overtake the pole-man before the start line.
- 13.1.11 Drivers may not move across the track until they have passed the last cone and crossed the start line.

14.0 FALSE STARTS As per Motorsport UK NCR

- 14.1.1 Race starts will be false start if any drivers fail to allow racing room resulting in an 'untidy' and 'unfair' start. The race will continue to be false start until the start is deemed to be clean and fair. In the event of 3 false starts the race will be stopped and the pole driver and 2nd place driver will be put to the back of the grid.
- 14.1.2 Time will be deducted from the race distance for every false start.
- 14.1.3 **Note:** Drivers will be notified at each round in the drivers' briefing where a false start will be called.
- 14.1.4 For example – A false start call may include an untidy start on turns 1, 2 or 3, depending on the venue. The officials will use their discretion on calling a false start.
- 14.1.5 Drivers must use the full circuit after passing the chequered flag unless directed otherwise by a marshal or official.
- 14.1.6 In the heats, Pre-Final, Final or B final non – finishers will be awarded points for finishing last. If more than one driver fails to finish, then points will be awarded based on the number of laps completed (i.e., the driver completing the fewest laps will be awarded points for last etc.).
- 14.1.7 If two drivers retire on the same lap, the points will be awarded based on the relative positions at the end of the lap prior to their retirement. Non-Starters DNS will then be classified in order of their original grid positions.
- 15.0 Race Stoppage In the event of a race stoppage NCR 18.5.2-3 will apply.

16.0 Flag instructions will be as per Motorsport UK NCR

16.1.1 Drivers must observe the following flags whilst on the circuit:

16.1.2 NOTE: All flag signals at the start line can be shown using a digital display system or by traditional flags or messages via pit board.

Union Jack Flag or Lights Race start.

| | |
|-----------------------|---|
| Red | Race stopped. Slow down and be prepared to stop on any section of the circuit where directed. |
| Yellow | Obstacle ahead. No overtaking allowed. |
| Green | Shown after obstacle to allow racing to continue. |
| Red/yellow striped | Caution: slippery surface. |
| Green/ yellow chevron | False start. Cease racing and re-commence rolling-up procedure. |
| Black/white diagonal | Driver warning for contact or track limits etc. |
| Black | Driver excluded. Return to Parc Fermé immediately. |
| Black /orange circle | Mechanical failure. Return to Parc Fermé immediately. |
| Blue | Driver about to be lapped. Give way to competitors. |
| Yellow/Black quarter | Slow down, single file and no overtaking |
| Chequered | End of race. Return to pits. |

17.0 **PENALTIES**

- 17.1.1 The following penalties will be applied by the Race Director, or our observers or other authorised officials.
- 17.1.2 Gaining a single place advantage because of contact with another kart: **2 place penalty**
- 17.1.3 Contact driving by forcing another driver to run wide and compromising the offended driver's position: **2 place penalty**
- 17.1.4 Gaining an advantage by contact which results in and is responsible for a driver coming to a halt: **4 place penalty**
- 17.1.5 Gaining an advantage by contact resulting in a multiple incident (2 or more karts coming to a halt). **6 place penalty**
- 17.1.6 Committing offence twice in the same race meeting:

Driver classified in last position.
- 17.1.7 Deliberately forcing another driver off the circuit:

Driver classified in last position.
- 17.1.8 Deliberate use of contact After 2 warnings: **2 place penalty**
- 17.1.9 Overtaking under a yellow flag: **Driver classified in last position.**
- 17.1.10 Omitting any part of the circuit: **Driver classified in last position.**
- 17.1.11 Going outside track limits: **2 place penalty.**
- 17.1.12 Deliberately blocking other drivers from overtaking, i.e. changing direction more than once on any one straight. **4 place penalty**
- 17.1.13 Excessive weaving during rolling up laps: **4 place penalty.**
- 17.1.14 Deliberately Jumping the start: **2 place penalty for each place gained.**

- 17.1.15 Deliberately making contact with another driver after the chequered flag and/or retaliation of any type:
- DSQ (0 points) for the race in which the offence was committed and subject to a BAN from the drivers next race or race meeting, depending on the severity of the incident.**
- 17.1.16 Contact with or pushing (loading) the driver in front from the point of acceleration and the start line at the start of a race: **4 place penalty.**
- 17.1.17 Contact with or pushing the driver in front from the point of the start line and pushing them wide into turn 1 at the start of a race: **4 place penalty.**
- 17.1.18 The Daniel Ricciardo Series reserves the right to use the black flag in extreme or unique circumstances.
- 17.1.19 The Daniel Ricciardo Series and Race Director reserves the right to adjust or remove any penalty values at any time during a meeting or during the season to all or individual drivers as they see fit.
- 17.1.20 Driving in a manner incompatible with general safety:
- The driver may be given *last place points or even * DSQ from that Qualifying session, heat, Pre-Final, Grand Final or B final at the discretion of the race director:**
- Penalty DSQ or last place points given (*)**
- 17.1.21 Breaking formation out of the painted tram lines on the approach to the start line before the start lights go out or the union jack flag is dropped – **5 place penalty.**
- 18.0 APPEALS – there will be no appeals in the Daniel Ricciardo Series Club.
- 19.0 PROTESTS – there will be no appeals in the Daniel Ricciardo Series Club.
- 20.0 **GENERAL**
- 20.1.1 The Race Director has the right to make post-race **decisions after drivers have been placed “under investigation”**
- 20.1.2 The Daniel Ricciardo Series reserves the right to issue an official verbal warning to any competitor **if** deemed appropriate. Further misconduct by the competitor may result in his/her DSQ from the event, their next race, or the Series at the discretion of the organizers.
- 20.1.3 Competitors are responsible for their supporters, family, and friends. and should adhere to the Motorsport UK Race N Respect campaign. See appendix 2

- 20.1.4 Competitors are reminded that any use of foul language or threatening behavior, either towards a member of staff or other competitors or families may be subjected to a BAN from their next heat or final or banned from the Daniel Ricciardo Series for life.
- 20.1.5 **Motorsport UK is the governing body, and all drivers must be licensed.**
- 20.1.6 Competitors are responsible for their own additional personal accident insurance if they wish to do so.
- 20.1.7 **TRADERS / ENGINE BUILDERS, TEAMS, OR DRIVER COACHES IN THE DANIEL RICCIARDO SERIES PADDOCK**
- 20.1.8 Only Andy Cox Racing (ACR Ltd), who are the sole importers of Ricciardo Kart, and the Daniel Ricciardo Series in the UK are eligible to sell spare parts in the paddock at Daniel Ricciardo Series events.
- 20.1.9 Third party traders are strictly forbidden to sell or attempt to sell spare parts on any Daniel Ricciardo Series events, including practice days.
- 20.1.10 No trade engine builders or tuners or mobile dynos are permitted in the Daniel Ricciardo Series paddock.
- 20.1.11 No karting trade / commercial or private kart companies / racing teams or driver coaches are permitted in the Daniel Ricciardo Series paddock. A registered DRS competitor or parent / guardian / friend or helper may not charge a fellow competitor for awning space or to carry out work or assistance on their kart.
- 20.1.12 Motorsport UK licenced kart or race car drivers or family friends that are not racing in the Daniel Ricciardo Series are not permitted to help or be in the paddock with a driver racing at a DRS round. However, this excludes a parent, guardian, or family member.
- 20.1.13 The only authorised technical assistance that is permitted to operate in the Daniel Ricciardo Series paddock is Andy Cox Racing Ltd.
- 20.1.14 Only Official driver coaches from the Daniel Ricciardo Series are permitted to work on the Saturday only of events and must be booked through ACR Ltd prior to an event.
- 20.1.15 Any individuals found to be illegally trading or running enterprises as described in regulations 20.1.8 – 20.1.15 will be asked to leave the Daniel Ricciardo Series paddock.
- 20.1.16 Any form of discrimination will not be tolerated by the Daniel Ricciardo Series. Our series is intended to create a safe, social, and equal platform for everyone to race in harmony both on and off track. We urge all competitors, friends, and families to adopt the principle of treating others as you would want to be treated in return – we race as one.

20.1.17 Where any reports of disrespectful conduct are judged to be well founded the Championship organizers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

20.1.18 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behavior and conduct at all times, abusive language and harmful behavior will not be tolerated. Any such incidents must be reported to the Daniel Ricciardo Series Safeguarding Officer and/or Motorsport UK. The Motorsport UK Safeguarding policy, guidance documents, including reporting mechanisms available on the Motorsport UK website.

20.1.19 By joining the Daniel Ricciardo Series all drivers agree to adhere to the Motorsport UK Race with Respect "Appendix 1"

APPENDIX 1

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

The Values

- Respect
- Fair Play
- Integrity
- Good Manners

[Motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)
#RaceWithRespect

Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.

- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions

- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status

- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters

- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.

GDPR Compliance:

This document is being sent to give you an idea about the information we hold on you and to give you the opportunity to ask us to delete any details that you feel are not necessary or relevant anymore. This is an EU requirement that came into force in May 2018.

Information held:

If you order goods from us, we will have collected some personal data from you. We will have your name, home address, email address and telephone number on file. This is of course, simply to enable us to invoice you for goods ordered and to contact you should there be a problem with your order or payment. We may also have a separate delivery address if you have previously supplied one.

How we secure your information:

All the above information is kept on our Sage accounts package and your delivery address will be on TNT platform. We use both Norton security and McAfee security software to firewall our systems and do everything possible to keep your personal data safe.

Who has access to my data:

There are only 2 people in our company that have access to your details. We do not pass your details onto any 3rd party, and we do not send out promotional material either by post or email.

How do I contact you to delete my information:

If, for any reason, you would like us to delete the information we have on file please speak to Jayne Moore.

Thank you for your continued support.