

## 1. Introduction

The **24-Hour Karting Championship** brings together four of Europe's most demanding and celebrated endurance kart races — **Campillos**, **Le Mans**, **Teesside**, and **Spa-Francorchamps**. Each event challenges drivers and teams to combine speed, stamina, teamwork, and strategy across a full day and night of racing.

The aim with all four races is simple:

**Keep your kart pristine to the end — take care of it, stay on the black stuff, and out of the gravel.**

This championship represents decades of endurance racing heritage. While each circuit offers its own atmosphere and challenges, the same principles apply everywhere: fairness, consistency, and respect for the equipment, officials, and competitors.

### Campillos 24 Hour

New for 2026, the **Campillos 24 Hour** will follow the Le Mans and Spa endurance format. The event will run under the unified 24-Hour Championship regulations, with **Supplementary Regulations** issued before the event to define circuit-specific procedures, pit lane layout, and any local variations.

### Le Mans 24 Hour

The legendary **Le Mans Karting International Circuit** in France continues to be one of the most popular and atmospheric races of the year — an event where the spirit of endurance and camaraderie defines the experience.

### Teesside (British 24 Hour)

Home to the world's largest 24-hour kart race, **Teesside Autodrome** sets the standard for endurance karting with up to 85 teams on the grid and a format that blends precision, endurance, and spectacle.

### Spa 24 Hour

For **2026**, Spa Francorchamps will undergo significant changes, aligning for the first time with the Teesside format.

There will be **no kart changes** during the event — each team will race with a **single kart for the full 24 hours**. The **pit lane, driver change, and refuelling areas** will be redesigned to suit this format.

Gone are the dancing girls, and in with the new — a sharper, cleaner, endurance-focused Spa experience!

Each event within the championship will maintain its own unique atmosphere, but all will run under one unified rulebook, ensuring consistency, professionalism, and fairness across every round.

## 2. General Regulations

### 2.1 Eligibility

The **24-Hour Karting Championship** is open to both **Hire Kart** and **Owner Driver** teams.

All teams must pre-register and pay the required entry fee in full before being permitted to race.

Entries are accepted on a **first-come, first-served basis**, and once a grid is full, no additional entries will be accepted.

*Owner Driver entries are limited at each event and must comply with additional technical and safety checks as defined in the supplementary owner-driver regulations.*

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## 2.2 Team Composition

Each team may comprise between **3 and 10 drivers**, one of whom must be nominated as **Team Captain**.

The Team Captain is responsible for:

- Liaising with race control and officials.
- Ensuring all drivers are signed on and briefed.
- Overseeing compliance with all regulations and weight limits.

### Driver Age & Eligibility

Drivers must be a **minimum of 14 years old**, except at **Le Mans**, where the minimum age is **15 years old**.

Drivers aged **14 to 16 years** must demonstrate **proven relevant experience** and will be **observed by race control** before being permitted to participate in the race. Observation may take place during practice or qualifying and must satisfy the organisers that the driver is competent and safe to compete.

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## 2.3 Classes

Each team will compete within one of the following classes:

### Hire Kart Championship

- **Elite** – Top-tier teams under organiser technical control, with optional controlled engines and tyres.
- **Club** – Experienced endurance teams focused on consistency and teamwork.
- **Rookie** – First-time or developing endurance teams.
- **Masters** – Drivers aged 40+, with one driver under 40 permitted (maximum 6 hours total driving time).

### Owner Driver Championship

- *Elite – Top-tier professional category with controlled engines and tyres under organiser supervision.*
- *Super Pro – Professional team-managed entries with limited technical freedom.*
- *Pro – Competitive semi-professional endurance teams.*
- *Club – Entry-level category for developing owner-driver teams.*
- *Masters – For drivers aged 40+, one driver under 40 allowed (max 6 hours total driving time, must notify timekeeping when on track).*

Teams must declare their class upon registration. Once declared, class changes will not be permitted after signing-on.

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## 2.4 Conduct and Sportsmanship

All competitors are expected to behave in a manner that upholds the integrity of the championship.

Abusive or aggressive behaviour toward other drivers, officials, or spectators will result in penalties, up to and including exclusion.

On-track contact will be reviewed under the following principle:

**“Unnecessary contact is avoidable contact.”**

Persistent bumping, blocking, or forcing another kart off the circuit will incur penalties.

Track limits are defined by the **white line** around the circuit edge — drivers must keep **at least one wheel inside** this line at all times.

*Owner Driver entrants are reminded that their behaviour represents their team, sponsors, and the sport as a whole. Professional standards are expected at all times.*

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## 2.5 Briefings and Documentation


All drivers must attend the mandatory **Drivers’ Briefing** before each event. Failure to attend may result in exclusion from the event start.

Briefing attendance will be recorded electronically or via sign-in sheet.

All teams will receive:

- A digital **Event Pack** including schedules, procedures, and contact details.
- Access to the **Entrants’ WhatsApp group** for official announcements and bulletins.

Supplementary Regulations (SRs) for each event will be published at least **two weeks before race weekend**.

Got it  — here’s the **updated Section 3.6: Driver Stints and Rotation**, with those lines removed and the section tightened up so it still reads smoothly and consistently:

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## 3.6 Driver Stints and Rotation

Teams are responsible for managing their own driver order and stint lengths throughout the race.

*Owner Driver teams must log their driver stints with timekeeping software or on official forms supplied at sign-on.*

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## 3. Event Format

### 3.1 Overview

Each round of the **24-Hour Karting Championship** follows a standard structure consisting of:

1. **Scrutineering and Signing-On**
2. **Practice Sessions**
3. **Qualifying**
4. **24-Hour Endurance Race**

Where applicable, local variations to the timetable or procedure will be confirmed in the event’s **Supplementary Regulations (SRs)**.

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### 3.2 Signing-On and Scrutineering

All teams must **sign on online via the Alpha System** before arriving on site.

This process must be completed in advance of the event and will include submission of all required driver and team details.

Upon arrival, teams must **check in at Race Control** on **Friday** to:

- Collect **wristbands, transponders, and Big Foot Nassau panels**
- Receive any additional paperwork or driver information
- Complete their **random kart allocation**

Karts will **only be issued** to teams that have fully completed the online sign-on and on-site check-in process.

Each kart will be issued to teams after it has passed **technical and safety checks**.

No modifications or alterations may be made to hire karts.

*Owner Driver Karts must complete pre-race scrutineering online, then make the kart available for pre-race checks by the scrutineer before the start of official practice.*

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### 3.3 Practice Sessions

In most cases, the circuit will provide **optional additional practice sessions** before the event.

These sessions allow teams to familiarise themselves with the layout and local conditions and are offered **at an additional cost**, payable directly to the circuit.

All such sessions must be **pre-booked** with the hosting circuit in advance.

The **official practice session** will take place at a set time listed in the event itinerary.

This is a **compulsory session**, and each team must ensure that **every signed-on driver completes a minimum of three laps** during this period.

Once all signed-on drivers have completed their required three-lap stint, the team may **park their kart for the remainder of practice**, but must remain available to take part in qualifying.

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### 3.4 Qualifying

Qualifying determines the grid order for the race start.

The format and duration will be stated in the SRs but will typically include a **15–30 minute timed session**.

Only one driver per team may set a qualifying time.

Any driver causing a red flag may have their fastest lap time deleted.

*Owner Driver qualifying may be split into multiple groups based on class to ensure clear track space.*

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### 3.5 Race Start Procedure

The race will begin with a **Le Mans Start** unless otherwise stated in the event's **Supplementary Regulations (SRs)**.

All karts will be taken to the grid after qualifying and placed in **qualifying order**.

The kart will typically be positioned on the **outside of the circuit**, with the driver standing on the **inside**.

At the start signal, drivers will **run across the track, enter their karts, and begin the race**.

**Pushing the kart forward** to gain advantage is prohibited and may result in a penalty.

The race will start on a **dropped national flag**.

Leaving the circuit, driving on the grass, or using run-off areas during the start procedure will result in a **five-lap penalty**.

The start will be **filmed**, and penalties will be applied based on the footage.

If weather or track conditions deteriorate, Race Control may start the race under **Full Course Yellow** or **Safety Kart** conditions.

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### 3.6 Driver Stints and Rotation

Teams are responsible for managing their own driver order and stint lengths throughout the race.

*Owner Driver teams must log their driver stints with timekeeping software or on official forms supplied at sign-on.*

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### 3.7 Pit Lane and Driver Changes

All driver changes and refuelling must be carried out **within the designated pit lane** and in accordance with the SRs.

Speed limit: **walking pace** at all times.

Refuelling is permitted only in the marked fuelling zone under marshal supervision.

Engines must be off during refuelling.

Smoking, vaping, or open flames are strictly prohibited in or near the pit lane.

Only team members wearing a **team pass or wristband** are permitted in the pit lane area.

*Owner Driver teams may only refuel using the official fuel provided by the organisers, and all refuelling equipment must conform to the approved specification.*

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### 3.8 Race Suspension or Red Flag

In the event of a **red flag**, all karts will be **stopped on track under Parc Fermé conditions**.

Drivers must remain **in their karts** unless instructed otherwise by officials.

Engines must remain **running** unless directed to switch off by Race Control.

Drivers will remain **on track for the duration of the incident**, and no external assistance or contact with team members is permitted during this time.

At the discretion of the officials, **water and toilet breaks** may be authorised if the red-flag period extends beyond **30 minutes**.

If the race cannot be restarted, results will be taken from the **last completed lap before the red flag**.

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### 3.9 Classification and Results

Race classification is determined by **total laps completed** in the 24-hour period.

In the event of a tie, the team crossing the line first on the same lap will be ranked higher.

Provisional results will be posted at Race Control following the chequered flag.  
Teams have **15 minutes** from publication to lodge any protests.

*Owner Driver points will be awarded per class according to the official championship scoring table, with separate trophies for each class.*

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### 3.10 Post-Race Scrutineering

*At the end of each race, selected karts will undergo post-race inspection.  
Teams must cooperate fully and present their kart in as-raced condition.*

*Failure to report for post-race scrutineering may result in exclusion.*

*Owner Driver karts may be subject to sealing checks, fuel sampling, and technical inspection against the published specification.*

## 4. Kart Regulations

### 4.1 General Overview

The 24-Hour Karting Championship uses two kart categories:

- **Hire Karts** – Supplied and maintained by the organisers.
- *Owner Driver Karts* – Privately owned and maintained by the competing team.

All karts must conform to the technical and safety standards set out in this rulebook and any event-specific **Supplementary Regulations (SRs)**.

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### 4.2 Hire Kart Specification

The official championship fleet consists of **Biz Le Mans Twin-Engine Pro Karts**, purpose-built for endurance racing.

- Each kart is powered by **two sealed 200 cc Honda GX engines**, matched on performance using the organisers' in-house **dyno testing system**.
- Every kart undergoes a full **strip-down, inspection, and laser alignment** between races.
- Engines, braking systems, and steering components are maintained to identical standards to ensure parity.
- Components are replaced as required, with **no expense spared** to maintain reliability and safety.

Hire karts must be run exactly as issued.

No modifications, adjustments, or replacement components are permitted except as authorised by the organisers.

Any team found tampering with a kart will face disqualification.

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### 4.3 Owner Driver Kart Specification

*Owner Driver karts must comply in full with the current **BPEC Technical Regulations** and the additional safety requirements set out in this rulebook.*

*All karts must be presented in safe, race-ready condition and will be subject to pre- and post-race scrutineering. Any kart deemed unsafe or non-compliant may be excluded from the event.*

*Engines must conform to the specification for the declared class and may be sealed by the organisers at any time. Random fuel sampling and technical checks will be carried out.*

*Tyres, bodywork, and bumpers must conform to the regulations for the relevant class.*

*Any updates or amendments to BPEC Regulations published prior to the event will automatically apply unless otherwise stated in the Supplementary Regulations.*

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### 4.4 Weight Regulations

The minimum weight for all **Hire Kart classes** is **235 kg**, including kart and driver at the end of any session.

Teams are responsible for meeting this minimum weight. Failure to do so may result in penalties.

Ballast must be securely fixed and approved during scrutineering.

*Owner Driver minimum 185kg when weighed with driver and ballast.*

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### 4.5 Fuel

All hire karts will use **standard unleaded fuel** supplied by the organisers.

Teams are not permitted to bring or use their own fuel or additives.

*Owner Driver competitors must use fuel supplied or approved by the organisers. Fuel testing may take place at any time, and any deviation will result in exclusion.*

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### 4.6 Kart Allocation

Hire karts are allocated at random before official practice during check-in.

Once issued, each kart will remain with its team for the duration of the race weekend.

If a kart suffers a mechanical failure, the team must report it immediately to the pit marshal or mechanical control point.

Only authorised mechanical staff may work on or replace a kart.

Replacement karts will only be issued if the failure is deemed mechanical and not caused by driver damage or neglect.

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### 4.7 Maintenance and Repairs

During the event, all maintenance on hire karts will be carried out exclusively by the **Teesside Motorsports Mechanical Team**.

Teams may not perform mechanical repairs or adjustments unless instructed to do so by the organisers.

Teams found to be tampering with engines, exhausts, carburettors, throttle linkages, or restrictors will be excluded.

*Owner Driver competitors are responsible for maintaining their own karts throughout the event, provided all work complies with safety and environmental requirements.*

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#### 4.8 Replacement Policy

Replacement of karts, engines, or components will only be permitted at the discretion of Race Control.

Where possible, the team will resume from the pit lane without advantage gained. Any replacement karts will be fitted with the tyres from the original kart to prevent any advantage.

Replacement requests based on performance differences will not be considered.

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#### 4.9 Visual Identification

Each kart must display the correct **team number, class plate, and transponder** as issued during check-in.

Numbers must always remain clearly visible.

Teams must not alter, deface, or obscure identification markings.

*Owner Driver teams must display class identification plates as specified in the BPEC 2026 regulations.*

#### 4.10 Environmental Standards

The 24-Hour Karting Championship is committed to minimising its environmental impact and promoting responsible motorsport practices across all venues.

All teams and participants are required to always follow the environmental standards below.

##### 4.10.1 Waste Disposal

- All waste oil, fuel, and lubricants must be disposed of in the designated collection containers provided by the circuit.
- Teams must not pour waste liquids onto the ground, drains, or grassed areas.
- Any team found doing so may be fined and reported to Race Control for disciplinary action.

##### 4.10.2 Spillage Control

- Each team must have an **absorbent spill kit** or equivalent available in their pit area.
- Any spill must be reported to the pit marshal immediately.
- Teams are responsible for cleaning up small spills safely and correctly using appropriate absorbent materials.

##### 4.10.3 Tyres and General Waste

- Used tyres and general waste must be placed in the bins or recycling points provided.
- Teams are encouraged to recycle wherever possible.
- Tyres must **not** be burned, abandoned, or buried.

##### 4.10.4 Reuse and Recycling



Teesside Motorsports and its partners reuse and recycle materials wherever possible, including:

- The recycling of waste oil through approved disposal services.
- The reuse and laundering of gloves, balaclavas, and other consumables.
- The recycling of cardboard, paper, and plastics.

Teams are encouraged to adopt the same approach and reduce single-use items wherever possible.

#### 4.10.5 Environmental Responsibility

All participants share responsibility for protecting the circuits and surrounding areas used during championship events.

Failure to comply with these standards may result in penalties, fines, or exclusion from the event.

### 5. Competitor Conduct, Responsibilities and Penalties

#### 5.1 General Conduct

All competitors, team members, and guests are expected to uphold the values of the **24-Hour Karting Championship** — fairness, respect, and sportsmanship.

Rude, abusive, or threatening behaviour toward any driver, official, marshal, or member of the organising team will not be tolerated.

Teams are responsible for the behaviour of their drivers, mechanics, and supporters throughout the event. Any misconduct, whether on or off the circuit, may result in penalties being applied to the team.

The organisers reserve the right to refuse entry or remove any competitor or team found to be acting in a manner detrimental to the event, venue, or the reputation of the championship.

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#### 5.2 On-Track Behaviour

- Deliberate contact, blocking, or forcing another kart off the circuit is prohibited.
- Rejoining the track must be done safely without obstructing other competitors.
- Drivers must always respect flag signals and instructions from marshals.
- Driving standards are monitored throughout the event via marshal observation, video footage, and timing data.

All drivers are reminded that **endurance racing rewards consistency and discipline**, not aggression or risk-taking. Persistent or reckless behaviour may lead to disqualification.

*Owner Driver competitors must comply with the BPEC Code of Conduct and always demonstrate professional standards.*

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#### 5.3 Attitude and Team Behaviour

Competitors are ambassadors for the sport. Teams are expected to:

- Treat officials, staff, and other competitors courteously.
- Follow all instructions from Race Control without argument.

- Maintain a tidy, safe pit area free of obstruction and hazards.
- Refrain from unsporting behaviour, including abuse on social media or within event groups.

Aggressive or confrontational conduct by team members or guests will result in team penalties or exclusion from the event.

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#### 5.4 Responsibilities of the Team Captain

Each team must nominate a **Team Captain** at sign-on.

The Team Captain acts as the primary contact with Race Control and is responsible for:

- Ensuring all team members are signed on and briefed.
- Communicating official messages to drivers.
- Managing the team's conduct and compliance with all regulations.
- Attending all mandatory briefings and disciplinary hearings when required.

Failure of the Team Captain to fulfil these responsibilities may result in the loss of team points or additional penalties.

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#### 5.5 Pit Lane and Paddock Conduct

- All pit-lane activity must be calm, organised, and conducted at walking pace.
- Running, pushing, or reckless movement in the pit lane will incur penalties.
- Smoking, vaping, or consuming alcohol is strictly forbidden in pit or refuelling areas.
- Children under 16 are not permitted in the pit lane at any time.
- Teams must obey instructions from pit marshals immediately.

*Owner Driver teams must ensure that any maintenance or fuel handling is carried out safely and in accordance with circuit regulations.*

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#### 5.6 Alcohol, Drugs and Fatigue

Any driver or team member suspected of being under the influence of alcohol or drugs will be excluded from the event immediately.

Random breath or substance tests may be carried out.

Drivers must also be physically fit and sufficiently rested before taking part in their stints.

The organisers reserve the right to refuse a driver permission to race if they appear unfit or unsafe to compete.

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## 5.7 Penalties

Infringement	Typical Penalty
Avoidable contact	Drive-through or 1–5 lap penalty
Track limits	Warning, then 1–3 lap penalty
Aggressive or unsporting behaviour	Up to exclusion
Ignoring flags	1–5 lap penalty or exclusion
Dangerous pit-lane conduct	Stop-go penalty
Verbal abuse or threats	Exclusion
Tampering with kart	Disqualification
Alcohol / drugs	Immediate exclusion

All penalties will be communicated to the Team Captain and posted on the official noticeboard or WhatsApp group.

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## 5.8 Appeals and Protests

Teams wishing to protest a decision must do so in writing within **15 minutes** of the provisional results or incident notification.

All protests must be submitted by the Team Captain and accompanied by the required fee as detailed in the Supplementary Regulations.

Video evidence from the official media system may be used in Race Control decisions.

Footage from personal devices may be considered at the discretion of the Clerk of the Course.

All decisions made by Race Control or the Event Director are **final**.

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## 5.9 Respect and Inclusion Policy

The 24-Hour Karting Championship operates a **zero-tolerance policy** on bullying, harassment, or discrimination of any kind.

All competitors, officials, and team members are expected to treat others with respect, regardless of age, gender, race, ability, background, or belief.

Any participant found to have breached this policy may be excluded from the event and reported to the relevant governing body or club for further action.

This policy reflects the championship's commitment to the **Respect in Racing** initiative, promoting a safe, inclusive, and welcoming environment for everyone involved.

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## 5.10 Medical Fitness and Health Declarations

Due to the physical and mental demands of endurance kart racing, all competitors must ensure they are medically fit to take part in these events.

Competitors must **inform the organisers in advance of any serious medical conditions** that could affect their ability to participate safely.

Where relevant, the organisers may request a **doctor's letter** confirming the driver is fit to take part in this type of endurance event.

Conditions include, but are not limited to:

- Heart conditions or cardiovascular issues
- Diabetes
- Epilepsy or other seizure-related disorders
- Back or neck injuries
- Ongoing treatment for serious illness within the past 12 months

Do not be offended if your entry is refused on medical grounds.

It is your responsibility to ensure you are fit to compete and to discuss any concerns with the organisers before taking part.

If a driver is deemed unfit to compete and is refused participation **less than 30 days before the event, no refund will be issued.**

## 6. Safety & Flags

### 6.1 General Safety

All competitors must drive and behave in a manner that protects the safety of themselves, fellow drivers, officials, and spectators.

Instructions given by race officials or marshals must be followed **immediately** and without argument.

Karts may only be driven on the circuit and within the designated pit lane.

Deliberate contact, weaving, or excessive blocking will not be tolerated.

Any driver considered to be acting dangerously may be black-flagged and called into the pits for review.

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### 6.2 Flags and Signals

Competitors must understand and obey all flag signals. Failure to comply may result in penalties or exclusion.

Flag / Signal	Meaning and Action Required
Green Flag / Lights	Track clear; session or race underway. Resume racing speed.
Stationary Yellow Flag	Full Course Yellow (FCY). No overtaking anywhere on circuit. Reduce speed safely and maintain position.
Waved Yellow Flag	Incident ahead. Slow down, no overtaking until past the incident. Be prepared to stop if necessary.

Flag / Signal	Meaning and Action Required
Red Flag	Race stopped. Follow marshal instructions and stop on track under Parc Fermé conditions as described in Section 3.8.
Black Flag (with number)	Report to the pit lane immediately. A penalty or issue requires attention.
Black & Orange Flag (Mechanical)	Kart unsafe or damaged. Report to pit lane immediately.
Yellow & Red Striped Flag	Slippery surface ahead (oil, water, or debris). Proceed with caution.
Chequered Flag	Race or session finished. Slow down, complete lap safely, and enter the pit lane.

*Owner Driver competitors are expected to demonstrate full flag awareness in line with BPEC standards.*

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### 6.3 Full Course Yellow (FCY)

When a **Stationary Yellow Flag** is displayed at all marshal posts, the circuit is under **Full Course Yellow (FCY)** conditions.

- **No overtaking is permitted anywhere on circuit.**
- Drivers must slow to a safe, consistent speed and maintain position.
- Drivers must be prepared to stop if directed by officials.
- Marshals or recovery vehicles may be on the circuit.
- Overtaking may only resume once the **Green Flag** or **Green Lights** are shown by Race Control.

Any driver or team gaining advantage under FCY conditions will receive a **minimum one-lap penalty**.

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### 6.4 Safety Kart Procedure

If required, Race Control may deploy a **Safety Kart** to control the field.

- A **SC Board** and **Waved Yellow Flags** will be displayed at all marshal posts.
- Overtaking is not permitted after the Safety Kart has been deployed.
- The lead kart must slow to the Safety Kart's speed and follow in single file.
- Teams must maintain a safe, consistent gap with no overtaking.
- When the Safety Kart lights are switched off, it will exit the track and racing will resume under **Green Flag** conditions.

Teams found overtaking or closing gaps dangerously during a Safety Kart period may receive a **1–5 lap penalty**.

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## 6.5 Recovery and On-Track Assistance

If a kart stops on circuit, drivers must:

- Move the kart to a safe position if possible.
- Remain with the kart unless instructed otherwise by a marshal.
- Never attempt to re-enter the track unsafely or push the kart while the circuit is live.

Officials or marshals may assist in recovering a stationary kart to a safe area, but **no outside assistance** is permitted from team members unless authorised.

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## 6.6 Fire and Emergency Procedures

In the event of fire or serious incident:

- Marshals and the medical team will take control of the scene.
- Drivers must follow all instructions immediately.
- Do not remove helmets until told it is safe to do so.
- Fire extinguishers are located throughout the pit lane and paddock; all team members must know their positions.

All personnel are expected to act calmly and avoid obstructing emergency vehicles or responders.

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## 6.7 Stopping on Track

Drivers must not stop on the circuit except under force-majeure conditions (mechanical failure or red flag).

If a kart must stop, it should be moved as far off the racing line as possible, and the driver should signal marshals for assistance.

Re-joining the circuit after an off or spin must be done safely and without gaining advantage.

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## 6.8 Helmet Visors, Lights and Visibility

- Clear or lightly tinted visors must be used during night sessions.
  - Dark or reflective visors are not permitted after dusk.
  - Karts must have working front and rear lights as fitted by the organisers; modifications are not allowed.
  - Any driver with an obscured visor or fogged helmet may be shown a mechanical flag and called in for safety.
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## 6.9 Safety Breaches and Penalties

Failure to follow marshal instructions, ignore flags, or behave dangerously will result in penalties up to and including **disqualification**.

Repeated safety breaches by a team may lead to the loss of championship points or refusal of future entries.

## 7. Championship Points & Awards

### 7.1 Overview

The 24-Hour Karting Championship is a four-round international endurance series consisting of:

1. **Campillos 24 Hours** – Spain
2. **Le Mans 24 Hours** – France
3. **British 24 Hours** – Teesside\*\*
4. **Spa 24 Hours** – Belgium

Points are awarded at each round to determine both **overall** and **class** champions across the series.

*Owner Driver competitors will contest two rounds – Campillos and British – for a combined points title.*

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### 7.2 Eligibility for Championship Points

Teams must be registered for the championship prior to their first event to score points.

Once registered, teams will retain their **team's name** and **race number** for the full season.

Only registered teams are eligible for championship trophies and end-of-season awards.

Guest entries or one-off participants are not eligible for championship points unless approved by the organisers.

*Owner Drivers will score points in the **BPEC Championship** and will also earn points for both rounds in the **24-Hour Championship with Teesside Motorsports**. Two rounds will count toward the final standings.*

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### 7.3 Points System

Points are awarded based on **final race classification** within each class:

Position	Points Awarded
1st	50
2nd	44
3rd	40
4th	37
5th	35
6th	33
7th	31
8th	29
9th	27
10th	25

Position	Points Awarded
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11th–15th	24–20 (descending by 1)
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16th–20th	19–15 (descending by 1)
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21st onwards 10 points for classified finishers

#### Bonus Points:

- **+2 points** for Pole Position in class (based on qualifying results).
- **+2 points** for Fastest Lap in class (during the race).
- **+5 points** for a class win with zero penalties applied.

Teams must complete at least **75 %** of the winning team's total laps to be classified.

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### 7.4 Drop Scores

Each team's **best three results** from the four championship rounds will count toward the final standings. If fewer than four rounds are held, all results will count.

No drop score applies to *Owner Driver* teams, as their championship comprises only two events.

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### 7.5 Tie-Break Procedure

If two or more teams finish the season with equal points, the tie will be decided by:

1. Highest number of wins.
2. If still tied, highest number of 2nd-place finishes, then 3rd, and so on.
3. If still tied, best result at the **final championship round (Spa 24 Hours)** will determine the higher position.

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### 7.6 Classes and Awards

#### Hire Kart Classes

- **Elite** – Highest-level teams under controlled technical format.
- **Super Pro** – Professional or semi-professional teams operating at a high level.
- **Pro** – Experienced teams competing at national level.
- **Club** – Enthusiast and entry-level endurance teams.
- **Rookie** – First-time or developing teams.
- **Masters** – Drivers aged 40+, with one under-40 driver permitted for up to six hours of track time per race (declared to timekeeping).



### *Owner Driver Classes*

- *Elite* – Tighter technical control by organisers with optional controlled engines and tyres.
- *Super Pro* – Team-managed professional competitors.
- *Pro* – Higher-level privateer teams.
- *Club* – Entry-level category.
- *Masters* – Drivers aged 40+, same rules as above regarding under-40 inclusion.

Trophies will be awarded per class at each event.

End-of-season **championship trophies** will be presented to the top three teams in each class.

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### 7.7 Special Awards

The following additional awards may be presented at the discretion of the organisers:

- **Team Spirit Award** – for outstanding sportsmanship and cooperation.
  - **Fastest Lap of the Season** – across all hire classes.
  - **Best Prepared Kart** – for *Owner Driver* entrants.
  - **Race Control Award** – for professionalism and respect throughout the championship.
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### 7.8 Presentation of Awards

Trophies for the **overall championship** will be awarded at a **presentation evening held in Middlesbrough** at a local venue.

Teams will be invited to attend, with an **additional cost to cover food and venue hire**.

Event-specific trophies may also be presented at individual rounds throughout the season.

Winners may be invited to attend official photo sessions and media interviews.

All trophies remain the property of the organisers until officially presented.

## 8. Entry, Registration & Payments

### 8.1 How to Enter

To enter the **2026 24-Hour Karting Championship**, teams must first complete the **registration process** with Teesside Motorsports.

#### Step 1 – Register Your Team

Complete the online **Championship Registration Form** at:

 <https://teessideautodrome.alphatiming.co.uk>

Pay the **registration fee of £175 per team**.

This secures your place on the pre-entry list for all four rounds of the series.

#### Step 2 – Confirmation & Instructions

Once your registration is processed, you will receive an **instruction email** confirming your registration and

providing full details for the next stage of entry.  
This email will include information about:

- The **opening of race entries** on **28 November**
- How and when to **call to enter specific rounds** (entries will **not** be available online)
- The **payment options** available, including:
  - **Pay Now** pricing
  - **Payment Plan** options for each event

### Step 3 – Secure Your Places

When entries open, teams must **call Teesside Motorsports** to confirm which rounds they wish to enter and make their initial payment or deposit.

Entries are accepted on a **first-come, first-served basis** once payment has been received.

These races **tend to sell out during Black Friday Week every year**, so please make sure that you are **registered and ready to call to enter** as soon as entries open.

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## 8.2 Championship Registration

To compete for championship points, teams must register before their first event.

Once registered, the team name and number are secured for all remaining rounds in the season.

Teams entering a single event as a guest are welcome, but will not score championship points unless they have completed the full registration process.

*Owner Drivers will register separately through Teesside Motorsports but must also hold valid BPEC membership to score points in the BPEC Championship.*

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## 8.3 Entry Limits

Event	Maximum Teams	Hire Kart Teams	Owner Driver Teams
Campillos 24 Hours	65	35	30
Le Mans 24 Hours	26	26	—
British 24 Hours (Teesside)	90	65	25
Spa 24 Hours	30	30	—

Entries are accepted on a **first-come, first-served basis** once deposit payment is received.  
Waiting lists will be created once capacity is reached.

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## 8.4 Entry Fees – Hire Teams

Event	Entry Fee (£)
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Campillos 24 Hours	£3,500
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Le Mans 24 Hours	£2,600
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British 24 Hours	£2,150
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Spa 24 Hours	£3,000
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All prices include VAT (where applicable) and cover kart hire, team entry, transponders, and pit-space allocation unless otherwise stated.

Travel, accommodation, and optional practice sessions are not included.

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## 8.5 Entry Fees – Owner Driver Teams

Event	Entry Fee (£)
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Campillos 24 Hours	£2,200 ( <i>includes one set of slick tyres</i> )
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British 24 Hours	£1,300
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*Owner Driver entries are open to teams competing with their own karts in accordance with the BPEC Technical Regulations.*

All prices include VAT (where applicable) and cover race entry, transponders, pit-space allocation, scrutineering fees, and **fuel**.

Travel, accommodation, and additional tyres are **not included** and must be arranged by the team.

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## 8.6 Deposits and Payment Plans

Teams can secure their entry with a **non-refundable deposit** (amount listed on the entry form for each event).

### Payment Options:

- **Full Payment** – payable upon registration.
- **Payment Plan** – spread over **3, 6, or 10 payments**, depending on entry date and race schedule.
- **Black Friday / Early Bird Offers** – available for a limited time only, with reduced rates or promotional pricing.

### Black Friday Offers:

- Black Friday deals must be **paid in full** at the time of booking to qualify for discounted prices.
- Offer prices and entry options will be **sent out in advance** and will only be available in **limited numbers for each race**.

### Payment Plan Conditions:

- All races must be **paid in full before the race date**; therefore, payment-plan lengths may be restricted depending on when the entry is made.
- Payments must be made on or before the agreed due dates.
- Failure to make a scheduled payment on time will incur a **£50 administration fee per missed payment**.
- Failure to make payment within the month it is due will result in **cancellation of the entry with no refund or transfer option**.

All balance payments must be completed **no later than 30 days prior to the event**.

Teams failing to make full payment by this deadline may forfeit their place.

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### 8.7 Refunds and Cancellations

- Deposits are **non-refundable** under any circumstances.
- Cancellations made **more than 60 days** before the event may receive a partial refund at the organisers' discretion.
- No refunds will be issued for cancellations made **within 30 days** of the event.
- If a driver is refused entry on **medical grounds** (as per Section 5.10), no refund will be issued if notice is given less than 30 days before the event.

If an event is cancelled by the organisers, all teams will be offered the choice of a full refund or credit towards a future event.

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### 8.8 Team Changes

Teams may change drivers, class, or team name by written request up to **14 days prior** to the event.

After this date, any changes are subject to approval by Race Control and may incur an administration fee.

Teams are responsible for ensuring all new drivers complete the online sign-on process before the event begins.

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### 8.9 Confirmation of Entry

Once all payments are complete, the Team Captain will receive a **final confirmation pack**, including:

- Team name and race number confirmation
- Class allocation
- Entry list
- Provisional timetable and pit-garage allocation
- Links to the official WhatsApp group and noticeboards

Karts will not be issued until the team has completed both online and on-site check-in procedures.

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### 8.10 Late Entries

Late entries may be accepted only at the discretion of the organisers and subject to available capacity. Late-entry fees may apply.

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### 8.11 Data and Media Use

By entering, teams agree that their names, logos, and race imagery may be used by Teesside Motorsports and associated partners for promotional, marketing, and media purposes.

Teams may not use the event name, logos, or branding commercially without prior written approval.

## 9. Insurance, Liability & Damage Responsibility

### 9.1 General Overview

All entrants, drivers, and team members participate in the 24-Hour Karting Championship entirely **at their own risk**.

By signing on to each event, competitors acknowledge that **Teesside Motorsports**, the event organisers, venue operators, and their representatives **accept no liability** for any loss, damage, or injury sustained during the event, except where such liability cannot legally be excluded.

All participants must read and agree to the event's **Declaration and Indemnity** before taking part.

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### 9.2 Insurance Cover

Public-liability insurance is provided by Teesside Motorsports and the host venue for the duration of each event. This policy covers incidents involving third-party property or injury occurring within officially controlled areas of the event site.

This cover does **not** extend to:

- Damage to hire karts, owner-driver karts, or equipment.
- Personal medical insurance or loss-of-earnings cover for drivers or team members.
- Damage or loss to vehicles, trailers, or equipment within the paddock, pit lane, or car-park areas.

Competitors are strongly advised to ensure they have **personal accident and travel insurance** appropriate for motorsport activities, particularly for overseas rounds (Campillos, Le Mans, Spa).

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### 9.3 Hire Kart Damage Policy

Each hire kart is provided in race-ready condition, fully serviced and tested prior to the event.

Teams are expected to take all reasonable care to avoid unnecessary wear or damage.

- Any deliberate, reckless, or negligent driving resulting in damage may result in the **team being held responsible for repair costs**.
- Damage will be assessed by the Teesside Motorsports technical team, and invoices will be issued where applicable.

- The organisers reserve the right to withdraw a kart from a team if it is being repeatedly abused or misused.

A damage-waiver scheme may be offered at selected events; where available, details will be provided during sign-on.

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#### 9.4 Owner Driver Responsibility

Owner-Driver entrants are responsible for the condition, maintenance, and safety of their own karts. All karts must comply with the **BPEC Technical Regulations** and pass scrutineering prior to taking part.

Teesside Motorsports accepts **no liability** for mechanical failure, damage, or loss arising from participation. Teams are advised to hold adequate insurance for transportation, storage, and third-party risks.

Fuel, where supplied by the organisers, will meet the event specification and must not be altered or substituted. Any fuel system tampering will result in disqualification.

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#### 9.5 Personal Property

All personal belongings, tools, and equipment are the responsibility of the individual or team. Teesside Motorsports and venue owners accept no responsibility for loss or theft. Teams are advised to secure valuables and equipment, especially overnight.

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#### 9.6 Waivers and Indemnities

Before taking part, **all drivers and team managers must complete the official sign-on process**, which includes acceptance of the event waiver and indemnity.

This confirms that:

- They understand the risks associated with endurance karting.
- They agree not to hold the organisers, officials, or venue liable for injury, damage, or loss.
- They have declared any relevant medical conditions as per Section 5.10.

Digital signatures collected via the Alpha system or paper sign-on forms are legally binding.

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#### 9.7 On-Site Accidents and Reporting

Any incident involving injury or damage must be reported **immediately to Race Control** or an event official. An accident report will be completed, and medical assistance arranged if required. Teams must cooperate fully with officials and provide details of witnesses where requested.

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#### 9.8 Overseas Rounds

For international events (Campillos, Le Mans, Spa), it is the team's responsibility to ensure all members hold **valid travel insurance** that covers motorsport participation. Teesside Motorsports cannot provide or arrange international medical cover or repatriation insurance.

## 10. Media, Branding & Conduct

### 10.1 Media Coverage

All 24-Hour Championship events will feature **official media coverage** through **TSK Motorsports Media** and approved partners.

This may include:

- Live timing and results through **Alpha Timing**
- Live streaming and commentary
- Official photography and highlight videos
- Interviews and behind-the-scenes coverage across Teesside Motorsports' social channels

By entering the event, teams and drivers grant **full media rights** to Teesside Motorsports and its authorised media partners to capture, use, and distribute footage and images from the event.

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### 10.2 Team Branding & Promotion

Teams are encouraged to promote their participation in the championship through social media, websites, and press releases.

When doing so, they must:

- Use the **official event and organiser logos** where supplied
- Tag **@TeessideMotorsports** and related event accounts where possible
- Ensure all promotional materials are appropriate and professional

Logos, artwork, and official templates will be available via the entrants' portal.

Teams must not reproduce or alter the event branding for commercial use without written approval from Teesside Motorsports.

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### 10.3 Livestream & Media Access

Access to restricted areas such as pit wall, race control, and camera platforms is limited to accredited personnel only.

Teams may not live-stream or broadcast from these areas unless approved in advance.

Team media representatives must apply for accreditation via the **hello@teessidemotorsports.co.uk** contact before the event.

Accredited media will be issued with identification passes and must comply with all instructions from race officials and the media coordinator.

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### 10.4 Team Conduct & Behaviour

Teesside Motorsports expects all participants to uphold the **highest standards of sportsmanship and professionalism**.

This applies both on and off the circuit, including online platforms.

The following will **not be tolerated**:

- Abusive or aggressive behaviour toward officials, staff, or other competitors
- Discriminatory or offensive comments (including on social media)
- Unsporting conduct or attempts to manipulate results
- Damage to venue property or equipment

Teams found to be in breach of conduct expectations may be subject to disciplinary action, including fines, race exclusion, or suspension from future events.

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### 10.5 Social Media & Online Conduct

The championship promotes positive engagement online.

Teams and drivers should remember that social-media activity is **public** and reflects on the sport as a whole.

Guidelines:

- Do not share or comment on official rulings until they are confirmed by Race Control.
- Avoid public criticism of officials, organisers, or other competitors.
- Respect confidentiality around internal investigations or penalties.
- Promote fair play, respect, and enjoyment of the sport.

Failure to adhere to these standards may result in disciplinary action or withdrawal of media privileges.

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### 10.6 Photography & Drone Usage

Teams are permitted to take photos and video within their allocated paddock or pit areas, provided they do not obstruct officials, marshals, or other teams.

Use of **drones or aerial devices** is strictly prohibited unless:

- The pilot holds a valid CAA Operational Authorisation;
- Approval has been granted by the event organisers; and
- A risk assessment and insurance documentation have been submitted in advance.

Unauthorised drone use may result in ejection from the venue and further penalties.

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### 10.7 Official Media Requests

Media requests, interviews, or special filming access should be made in writing to:

 [hello@teessidemotorsports.co.uk](mailto:hello@teessidemotorsports.co.uk)

Teams may also be invited to take part in promotional shoots, podcasts, or feature videos before or during events.



## 11. Event Operations & Facilities

### 11.1 General Overview

Each round of the 24-Hour Karting Championship is operated in partnership with the host circuit. Teesside Motorsports and venue management work together to ensure professional standards across all facilities, access, and safety procedures.

Teams are expected to respect all venue rules and the instructions of circuit officials at all times.

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### 11.2 Paddock and Pit Allocations

Paddock and pit-garage allocations will be published in advance through the entrants' portal. Allocations are based on class, championship entry, and logistical requirements.

- Teams must park, set up, and operate within their allocated areas.
- Fire lanes, access roads, and emergency exits must remain clear at all times.
- Any team found blocking an emergency route or using unauthorised space may be asked to move immediately.
- Electric cables and fuel containers must not cross pedestrian walkways.

Gazebos, tents, and awnings must be weighted or securely tied down. Pegs or stakes may be restricted at some venues due to underground services.

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### 11.3 Pit-Lane Operation

Each team will be assigned a pit area for driver changes, refuelling, and maintenance.

Pit procedures must follow the event-specific **Supplementary Regulations**.

Key rules:

- Engines must be switched off during refuelling.
- Smoking and vaping are prohibited in all pit and fuel zones.
- Only essential personnel may be in the pit lane during the race.
- Driver changes and fuelling must be completed within the marked area.

Spectators and non-authorised personnel are not permitted in the pit lane at any time.

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### 11.4 Power and Lighting

Power points are limited and must not be overloaded.

Teams should bring their own **extension leads, lighting, and generators** where permitted.

Generators must be positioned safely, away from awnings and fuel storage, and must not be operated indoors.

Noise restrictions may apply overnight.

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### 11.5 Waste and Environmental Responsibility

All waste must be disposed of in the correct bins provided by the venue.  
Used tyres, oils, and fuel must not be left on site unless authorised.

Teesside Motorsports supports responsible waste management — teams are expected to:

- Use spill mats when refuelling or carrying out mechanical work.
- Take all waste oil, tyres, and parts home if no disposal option is provided.
- Report any spills immediately to the event office or a marshal.

Failure to comply may result in a fine or disqualification from the event.

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### **11.6 Parking and Access**

Parking for support vehicles, trailers, and cars will be clearly signposted.  
Teams must follow the directions of marshals and venue staff.

- Only authorised vehicles are allowed in the paddock during live sessions.
  - No vehicle movements are permitted in the paddock during night-time hours or while the race is in progress.
  - Overnight parking is available at most venues; access hours will be listed in the event joining instructions.
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### **11.7 Catering and Refreshments**

Catering facilities will be available at each round, offering hot meals, snacks, and drinks throughout the event.  
Teesside Motorsports may also provide hospitality options for teams and officials at selected venues.  
Teams may bring their own food or catering setups, but these must comply with venue fire-safety and hygiene rules.

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### **11.8 Security and Overnight Access**

Security will operate at each venue for the duration of the event.  
Teams are responsible for securing their own valuables and equipment.  
Camping or sleeping in the paddock is permitted at most venues, but only in designated areas.

Overnight access and noise restrictions will vary by venue and will be detailed in the event-specific joining instructions.

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### **11.9 Pets and Animals**

Pets are permitted at most venues but must be kept on a lead at all times and under control.  
Owners are fully responsible for their pets' behaviour and waste disposal.  
Certain venues may restrict animal access during night hours or within specific areas (such as fuel zones).

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### **11.10 Site Safety and Behaviour**

Teams are reminded that all venues are active motorsport facilities.

Unsafe behaviour, excessive noise, or the misuse of vehicles (including scooters or pit bikes) will not be tolerated.

Children must be supervised at all times.

Abuse of staff, marshals, or officials may result in exclusion from the event.

## 12. Event Administration & Communication

### 12.1 Event Control

Each event will operate under the management of **Race Control**, supported by the Clerk of the Course, Chief Marshal, and Teesside Motorsports operations team.

Race Control is responsible for all official timing, communication, and decision-making during the event.

All instructions issued by Race Control are final and must be followed immediately.

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### 12.2 Noticeboards and Bulletins

Official information, including bulletins, penalty notices, and procedural updates, will be published via:

- The **Alpha Timing online noticeboard**
- The **official WhatsApp group** for entered teams

Teams are responsible for checking all official communications throughout the event.

Failure to be aware of or act on a published bulletin will not be accepted as an excuse for non-compliance.

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### 12.3 Team Captain Responsibilities

Each team must nominate a **Team Captain** at sign-on.

The Team Captain acts as the official point of contact between Race Control and the team.

Responsibilities include:

- Ensuring all drivers are signed on and briefed.
- Monitoring the WhatsApp group and noticeboards for updates.
- Relaying information promptly to all team members.
- Attending any requested meetings or hearings with officials.

Only the Team Captain (or a nominated deputy) may approach Race Control for clarification of rulings or procedural matters.

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### 12.4 Driver Briefings

All drivers must attend the **mandatory driver briefing** before taking part in any on-track activity.

Briefings may be delivered:

- **In person**, at the venue, or
- **Online**, via video briefing prior to the event.

Drivers must confirm attendance either by signing in or through the online acknowledgment system. Failure to attend or confirm attendance may result in exclusion from the event.

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## 12.5 Official Communications

Race Control and event management will communicate with teams through:

- **Alpha Timing notifications**
- **WhatsApp broadcast messages**
- **Verbal instructions** via pit marshals or grid officials

Teams must ensure that at least one member of the team is contactable via WhatsApp at all times during the event.

Important messages such as red flag announcements, timetable changes, and procedural updates will be issued through these channels.

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## 12.6 Bulletins and Rule Changes

The organisers reserve the right to issue official **Bulletins** at any time during the season or event.

Bulletins have immediate regulatory force once published and may amend or clarify existing rules.

Teams are deemed to have accepted all bulletin updates once published on the official platforms.

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## 12.7 Timing and Results

Official timing will be provided via **Alpha Timing**.

Live results, lap charts, and class standings will be accessible online throughout the event.

Provisional results will be posted online following the chequered flag, with a minimum **30-minute protest window**.

Once confirmed, results will be declared final and forwarded to the championship database for points allocation.

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## 12.8 Post-Race Communication

After each event, the following will be distributed through the entrants' portal:

- Official results and championship points
- Media gallery and livestream links
- Any post-event bulletins or amendments

Teams are encouraged to provide feedback through the official contact email or debrief sessions held by the organisers.