

# **BIKC** **2022**

British Indoor Karting Championship



**2022**

## **ENTRANTS HANDBOOK**

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BIKC.CO.UK

# OVERVIEW

The British Indoor Karting Championship, in association with **TeamSport Karting** and **Motorsport UK**, is an accessible and affordable grassroots racing event revolutionising competitive indoor karting across the UK.

The event is open to anyone who has an interest in Karting and Motorsport, whether you are new to karting and want to simply be part of the experience or you are a seasoned motoring professional looking to take a **British Title**.

In order to participate you are required to hold a **Motorsport UK K-I Licence** which forms part of our **Elite Membership** package.

The competition is run using a tournament format, there are a number of different rounds to compete in, Qualifying, Local Finals, Regional Finals and National Final. Qualifying takes place at **35 locations** across the UK and the National Final is held at TeamSport Warrington.

For many entrants, being part of BIKC is what it is all about, for others taking a spot on the podium and claiming both the official Championship title and the prizes is a significant step on to the ladder for their motorsport career. Prizes for 2022 are proudly sponsored by **Club 100**, **Total Karting Zero** and **BIZ karts**.



**CLUB100**

**TOTAL  
KARTING**  
ENGINEERED BY ROB SMEDLEY

**BIZKARTS**

## Qualifying opens on 1st June 2022

For updates visit [bikc.co.uk](https://bikc.co.uk) and follow @BIKCOfficial on

 facebook.com/BIKCOfficial and  instagram.com/bikcofficial

The cost is just £34.99 and along with becoming a **#GRID Elite Member** you'll receive discounted karting and offers along with the K-I Licence and great Member discounts from Motorsport UK.

# HOW DO I ENTER BIKC?

## Entering BIKC is FREE and quick to do.

- 1) Check you have a KI licence
- 2) Decide your category
- 3) Select your Local track

Register at your local track on the TeamSport App, or online

More details on each of these steps can be found below

## STEP 1: What is a KI licence and what if I don't have one?

BIKC is a Motorsport UK sanctioned competition, so all drivers are required to be Motorsport UK licence holders, specifically, the K-I Licence which is part of the TeamSport Elite membership. This costs **£34.99 for 12 months membership**, so this is the first step in entering. Elite memberships are available from any TeamSport track, as well as online. More details including a step by step guide on purchasing this can be found below.

## STEP 2: What are the categories?

**Cadets** – Aged 8 - 11 years old\*

**Juniors** – Aged 12 – 15 \*



## CLERK OF THE COURSE

Cadets and Juniors must have a minimum inside leg measurement (measured from the crotch to the base of the heel, whilst wearing shoes) of 25 inches or more. \* All Drivers must have achieved the advanced Cadet Academy Licence. Details on Cadet Academy <https://www.team-sport.co.uk/cadet-academy/>\*

If a driver is aged over 12 but does not meet height requirements contact your local track, and they will ask for dispensation from the Championship Organisers.

Drivers 16+ categories are divided by weight.

**Lightweight** – for drivers 74Kg and under

**Middleweight** – for drivers 75kg and over

**Heavyweight** – for drivers 90kg and over



## PRO TIP

Weigh ins are done with you wearing your race gear. Don't weigh in wearing loads of clothes and your big old boots!



## CLERK OF THE COURSE

You are only allowed one entry, so once you've made that selection, you will have to stick to it. It is probably best to be a bit conservative, as you will be weighed in if you make the local finals, and you don't want to put all the effort in to qualify and end up being disqualified for being underweight at Locals.



## NEW TO RACING?

### ABOUT JUNIORS

The Junior category is the **most competitive** in the championship. We see some incredible racing from these drivers, and it is one of the most fiercely fought titles that we run. Again, because of the age of the drivers, competitors need to have the **Cadet Academy Advanced qualification**, so even if a driver has not come into the championship through the Cadet Academy, they need to be signed off by a TeamSport Cadet Academy instructor. Now, drivers this age may have experience from racing elsewhere or have good experience driving at their local track. In this case, you will need to speak to the track and get an instructor to evaluate the skill level of the driver, and this is best done in a Cadet Academy session.

### CADET ACADEMY

Does that mean that they are ready to compete in BIKC? Not quite. To ensure that our cadets can race safely in the competition, all BIKC entrants need to attend the **Cadet Academy** at their local TeamSport, and they need to achieve an Advanced qualification before they can progress past the qualifying stage of the competition. This is the best way of preparing them for the championship. **Every TeamSport track runs regular Cadet Academy sessions** where drivers are taught the skills to race and will get regular time with instructors, and once they have that Advanced qualification, they will be able to race on a regular basis with other drivers their own age. The instructors are always willing to help out as well, so speak to your local track.

Cadet Academy sessions are held on a **Sunday, fortnightly at most tracks**, and weekly at a handful of others. There are three stages to Cadet Academy, and drivers will drive in lessons aimed to improve their driving skills and race craft. There are lessons for **Beginners**, where the fundamentals of performance driving are taught, **Intermediate**, where drivers are taught elements such as racing line, basic overtaking and are coached to bring them to the point where they are considered capable of going wheel to wheel with other racers, and **Advanced**, where they can compete regularly and continue to receive coaching from the instructors. Progression through the tiers is completely up to the driver, so for some, it may take a relatively short amount of time to get to Advanced, others may need a bit longer. Cadet Academy sessions are also great blocks of track time for drivers to carry out their qualifying laps, but more about that later.

## STEP 3: Select your local track

Once you have your Elite membership, KI licence and know the category you will enter in to all you need to do is to select a track to race at. Normally competitors select the track closest to them or the track they are the most familiar with. Your chosen track will be where you complete all your qualifying laps and your local final if you qualify.



## CLERK OF THE COURSE

You cannot change your local track during the competition so please select carefully. All tracks can be found here: [www.Team-sport.Co.Uk/go-kart-tracks/](http://www.Team-sport.Co.Uk/go-kart-tracks/)

## NOW YOU ARE READY TO ENTER

### Option 1:

Register via the **TeamSport app** this is the simplest way to enter. Download the App and follow the easy how to guide here: <https://bikc.co.uk/bikc-licence>

### Option 2:

At your local TeamSport track speak to your **Membership Manager**.

### Option 3:

At [www.bikc.co.uk](http://www.bikc.co.uk) Select "Enter Now" button, choose your race category, click "buy now", click 'Proceed to Checkout', sign into your account to ensure the "Race Licence" is returned to your Elite Membership Profile. Click 'Proceed to Payment' – Don't worry, it doesn't cost anything to enter, it's just the way our system allocates the licence. Click 'Confirm Reservation'

You will now have successfully entered BIKC!

If you are struggling to enter via the TeamSport App or online, please chat to your Membership Manager at your chosen track and they will be able to help you. Alternatively please email [race@bikc.co.uk](mailto:race@bikc.co.uk)



# READY TO START QUALIFYING?

You have successfully registered to enter BIKC, **now you have to qualify**. So how does it work? In order to be in the qualifying pool, you need to set a minimum of three lap times from three separate visits to your chosen track. Only one lap time per visit will count. The average of your top three fastest laps will be taken as your qualifying time.

For example you've chosen to qualify at TeamSport Warrington and you log a 61.5 on your first visit, a 60.8 on your second and a 61.2 on your third, this would give you a qualifying time of 61.16. Now you can visit as many times as you like, and you may find that your lap times improve throughout the qualifying period which is 1st June – 31st August 2022.

## PRO TIPS

Choose your race session carefully. If the track is busy with novice drivers it can be difficult and frustrating as there is the chance of frequent yellow light periods and slower traffic. The track staff can only do so much to limit yellow flag periods, and all customers have the right to be on track, so think about visiting away from peak times.

Think about competing in Members 342 on a Monday evening, or a Thursday GRID event. These tend to be a lot less congested and yellow flags are normally a rarity.

Get to know other Members. Racing with other competitors can spur on your driving.

Ask for advice. Track staff and Instructors are more than happy to help improve your driving and will give tuition when they can.

If you are on track with a faster driver, follow them.

Have a look at headcam footage and hot laps footage on the TeamSport website. A lot of members also upload headcam footage to their own YouTube channels. It's worth having a look at these as well.

*“My advice for anyone looking to enter BIKC in the future, have plenty of practice, and remember the brake pedal isn't your enemy. Lots of new drivers think keeping your foot planted on the accelerator is the fastest method. If you use the brake correctly it will make you a lot quicker”*

Zac Venn – Lightweight Podium 2021

*“Watch onboard videos on YouTube at the track you are competing at from established drivers. This will help you to understand how to drive the track to a high standard and help prepare you for your competition”*

Dante Dhillon – Double BIKC champion

*“If possible, run an onboard camera at practice sessions so you can analyse your driving after, and look to where you can improve so you are better prepared for your race”*

Dante Dhillon – Double BIKC Champion



## Dates for your diary

The top 24 drivers (20 for Cadets) from each of the categories compete in the Local Finals. Qualifying Period... June, July August- **practice, practice practice!!**

# LOCAL FINALS

At the start of September everyone who qualified for the Local Finals will receive an email invitation.

Book your place as soon as you receive the invitation to avoid disappointment. The link will be in the email and you can also find it at [www.bikc.co.uk](http://www.bikc.co.uk)

## PRO TIP:

Make sure you prepare for the Local final, check out your competition (**all this info will be on [www.bikc.co.uk](http://www.bikc.co.uk)**), do a few more practice laps if you can and when race day arrives make sure that you are above the minimum weight requirement for your class. You will be weighed at the track on arrival.

The format for the Local Finals is fairly straightforward. You will get a practice session, a qualifying session and a race. Each of these sessions has a purpose. Use them wisely.

**Practice** – This is all about getting your eye in. Spend some time getting your lines and braking points right and have a look at how you compare with other drivers. These laps don't count towards the competition, so take a fresh look at your driving and make sure you are happy with what you're doing.

**Qualifying** – Getting a good start position is important. This will make life easier for you in the race, so build your speed up in the early part of qualifying and make sure you get some good clean laps in. This will help your cause and hopefully result in you getting a decent start position.

**Race** – On to the racing. Now, you'll need to finish in the top six to qualify for the Regional Finals (top five for Cadets), so no pressure! Race hard and fair and see where you finish.

*“One of the biggest errors I see in qualifying, is drivers bunching up and trying to overtake each other in qualifying. You look at their lap times coming through and you can see that they are just wasting time. I always advise drivers to try and find themselves some clear track space, even if it means sacrificing a lap or two.”*

James Hislop – BIKC Clerk of the Course

*“It's always useful to have great pace but good race craft is just as important, practice your overtaking and defending. Make sure you are well rested before race events - you don't want to be drained of energy early on.”*

Dante Dhillon

*“Be positive, friendly and enjoy the day. If you believe you can win it goes a long way.”*

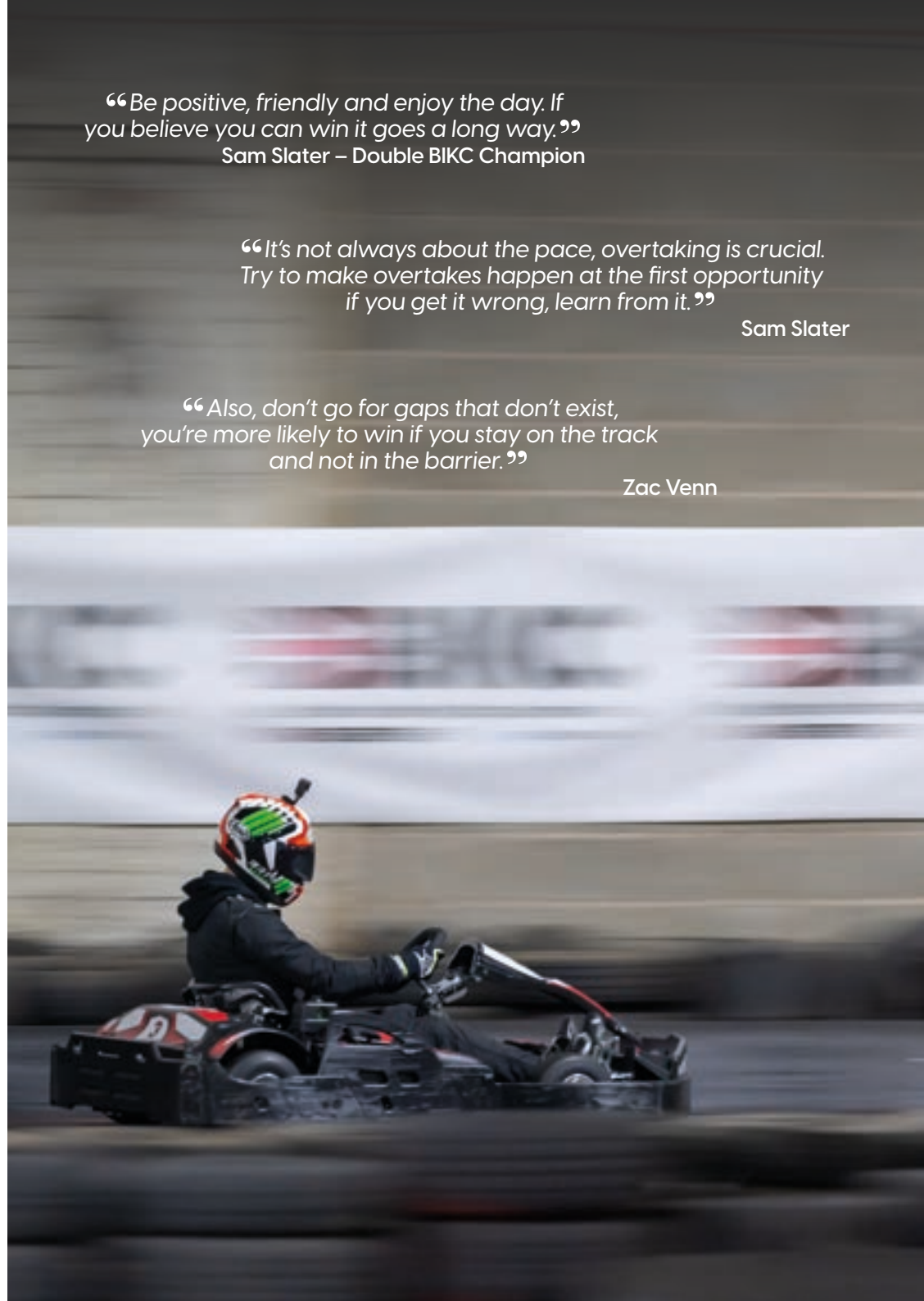
Sam Slater – Double BIKC Champion

*“It's not always about the pace, overtaking is crucial. Try to make overtakes happen at the first opportunity if you get it wrong, learn from it.”*

Sam Slater

*“Also, don't go for gaps that don't exist, you're more likely to win if you stay on the track and not in the barrier.”*

Zac Venn



# REGIONAL FINALS

This is where it gets real. You can be confident that making it this far **puts you in the top 216 Indoor Karters in the country!**

So what are the main differences you will see at the Regionals?

Firstly, you will be racing at a track that is, as far as possible, a neutral venue. This means that you'll have to get in the car and drive for a couple of hours before getting to the track. This is to prevent local drivers from taking advantage of their track knowledge and gaining an unfair advantage. On the plus side, you get to drive a track that you may not have otherwise experienced. As ever, our champs have a couple of tips...

*“And don't just stick to 1 track. Anyone can be quick if they practice the same track every week. Try a new track and you'll find you learn different ways to approach different corners which you can apply at almost any track”*

Zac Venn

*“Take a trip to practice at the regional and national final locations. Drive different circuits, don't just master one track as this championship tests your ability at driving unfamiliar territory”*

Sam Slater

## PRO TIPS

A lot of the competitors will have taken time to study the track and may have visited to drive it. Preparation is key here, so it is advisable to do some reconnaissance if possible. A lot of drivers travel to the track the day before their events but be prepared to book early. There won't be any practice time available on the day, and space books up very quickly on the day before a Regional Final.

The format will be different at your Regional Final. For 2022, BIKC has moved to a format that incorporates a qualifying session. This means that, as with the Local Finals, you have more influence on where you start in the heats. The format will look like this; you will get a practice session, followed by a short qualifying session. You will then compete in two heats. You will be allocated points according to your finishing position. The points you score will determine where you start in the Semi Finals. Each driver will take part in a Semi-Final and the

top drivers from each Semi will progress to the Grand Final. The top three of the Grand Final will progress through to the National Finals in Warrington. So how does that actually look?

When you arrive, you will be weighed in. Again, make sure that you are **above the minimum weight limit**. Drivers will be weighed again throughout the meeting, so if you are close to the limit, be careful not to let your weight drop below the minimum.

Each of the Regionals will start with a drivers briefing where the Clerk of the Course will tell you what you need to know about the racing on the day. Make sure that you have **read the Sporting Regulations** for the championship (these are available to download from [www.bikc.co.uk](http://www.bikc.co.uk)) and if you have any questions, feel free to ask. The Events teams would much rather have questions asked during the briefing and are there to make sure that **everyone is happy and understands the competition**.

For the racing, drivers will be allocated to heat groups and will compete in these groups throughout practice, qualifying and the heats. Group allocation is random, so there is no ceding of drivers in regional finals.

Once you are in your group, think about how you are going to approach the practice. This is all about getting your eye in and making sure you are ready for qualifying and racing. If you have been able to practice at the track before the event, you will have a good idea of what to expect. However, it's always good to approach practice with the mindset that things may have changed. Track grip levels will fluctuate with temperature and use. You may find yourself going slower than you anticipated. Don't worry too much. Your reference points are your competitors, not your previous times. Focus on:

- Finding your braking points.
- Look at your lines.
- Try a few dummy overtakes to get used to driving off line.
- Make sure you have a look for the marshal points and warning lights. This can help when you're under yellows or when the reds come out.
- Make sure you know where the timing line is. This is where your races will end.

In Regional finals, qualifying is combined with practice, so as you work through the session, start building your speed up. The **tyres will warm up with constant use**, so a series of good paced laps will give you good grip. As you start building up to your qualifying laps, try and **find some good track space**, again, it may be necessary to sacrifice a lap or two to get this. Just remember, this is your start position you're going for and it's based on your fastest lap, not the number of laps you do. You only need one good one! **Good luck!!**

That's qualifying done. Now on to the racing. Races in **Regional Finals are started with a rolling start**. The reason for this is that there is no run off on an indoor circuit, and experience shows that standing starts generally produce first corner incidents. No one wants that! In your heats, you are looking to score points. Approach them in this way. It's great to get a race win, but going all out in every race can be both soul destroying and unachievable. If you put too much pressure on yourself, you can end up overdriving, making a mistake or picking up a penalty. **Aim to score good points in every race** and save the heroics for the finals.

The points you score in the heats will give you your start position for the semi-finals. **The two top point scorers will get pole position** for each of the semi-finals, the next two will get second place and so on, so the more points that you have, the better. In the event of a tie in points, the timekeeper will look at the highest finishing positions in the heats to determine who gets the



higher start position for the semi-final. So, for example, where drivers have tied on points, but one driver has a win to their name, and the other does not, then the driver with the win will get the nod. If their finishing positions are identical, then their fastest lap in the heats will be the determining factor. We time down to the thousandth of a second, so it's unlikely that we won't get a result. (If this is the case, then we'll make them fight for it!)

For the Grand Final, the top 6 drivers from each semi-final (top 5 in cadets) go through. The winner of each semi will get to start on the front row. The deciding factor for who starts on pole is fastest lap time during the semi-final. So to get pole position for the Grand Final, you will have to win your semi-final and have the fastest lap of the two winning semi-finalists. No pressure! The final is all about the podium. To progress to National Finals, you will have to finish on the podium at your Regional Final. Expect the racing to be intense!! The podium winners will receive the booking link at the end of the Regional Final in order to book their place at the National Final.

## WILDCARDS

Each category in the competition will have **a limited number of wildcard entries** for the National Finals available, so if you don't make the podium at Regionals, there is a small chance you will be invited to Nationals. The Wildcards are allocated by the Championship Organisers to drivers that they feel deserve to be at Nationals, but for some reason did not make the podium. This could be for encountering bad luck, displaying exemplary sportsmanship, or for a performance that was felt to be outstanding. These will be allocated once the Regional Finals have been completed, and are nominated by the Clerk of the Course from each Regional Final. Once the nominations have been submitted, the Championship Organisers will decide who merits inclusion and will invite those drivers to compete in Warrington.

## NATIONAL FINALS

This is what it is all about. The National Finals is the culmination of all the months of hard work. If you've made it to the final, you can **consider yourself to be one of the top indoor karters in the UK**. The weekend itself is big. The event itself is **live streamed, the sponsors will be there, there will be interviews**. It's just like Formula One.... If you squint a bit. In all seriousness, it is the culmination of a British Championship, and the racing itself is serious. The format will be the same as your regional finals, so you'll be on familiar ground from that perspective. What will be different, is the track and the competition. Warrington is about as close to an outdoor circuit as you can get indoors. It is a long track, and **it is physical, so getting used to it is important**. Our champions know the score...

*“If you want to be well practiced, ensure you attend member events at the track you are competing at, you will learn the most at these. Also, no one knows the track better than the staff, feel free to ask them for tips and advice.”*

Dante Dhillon

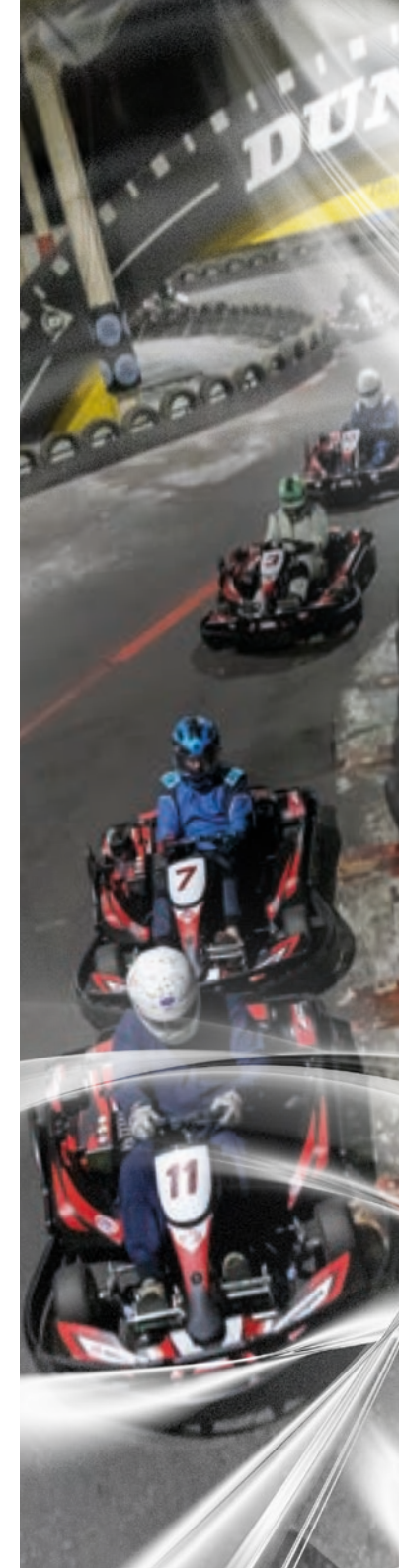
Practice time will book up very quickly as we get close to the Finals weekend, and drivers will be disappointed, so think about getting some practice well before we get to Nationals. You will get track time on the day, but this will only be a warmup, so if you want to get some decent seat time you'll have to plan a trip to Warrington well before we get there.

So the day has arrived and you're racing at Nationals. One thing to remember, is that we can only crown one champion per category, so there will be a lot of disappointed drivers out there. Don't forget to enjoy it. Obviously you want to win, but it's still racing.... **Have a good time with it**. In the words of Sam Slater;

*“Be positive, friendly and enjoy the day.  
If you believe you can win,  
it goes a long way.”*

Dante says, “Have an understanding of the race format before the event, so you can plan how you will approach it.”

With all the distraction of the event, it's easy to lose concentration. Just take each race as it comes and do your best. If you end up on the podium, you've done a great job. Just remember though, whatever the result, if you've got to National Finals, you can rightly call yourself one of the best indoor karters in your category in the UK, so it's something to be proud of.



# EQUIPMENT

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The beauty of an arrive and drive championship, is that you don't need to have your own equipment. However, a lot of drivers choose to wear their own gear. Here are a few tips to help you if you choose to buy your own suit and helmet (and gloves and boots. And rib protectors.... And maybe a go pro!)

**Helmets** – There are a plethora of different helmets to choose from and you can spend a lot of money on a helmet if you choose to. TeamSport uses helmets that conform to the **European ECE 22-05 specification**, which means that their rental helmets are road legal. This is the specification of helmets that are sold by TeamSport as well, so as long as it's road legal, it's fine.

But hang on.... There is another certification that is common as well. This is called Snell and is the accepted certification for the FIA, and therefore Motorsport UK run events. These are not road legal in the UK as it is a US based standard, so they are motorsport specific. **Either Snell or ECE 22-05 is fine for BIKC.** Your local TeamSport track will have a stock of helmets for sale, or you can visit a motorcycle shop or motorsport specific vendor. Then it's just up to your budget and choice. The rule of thumb is, spend as much as you can afford on a helmet. You only get one head, and although serious injuries are uncommon in indoor karting, it's better to be safe than sorry.

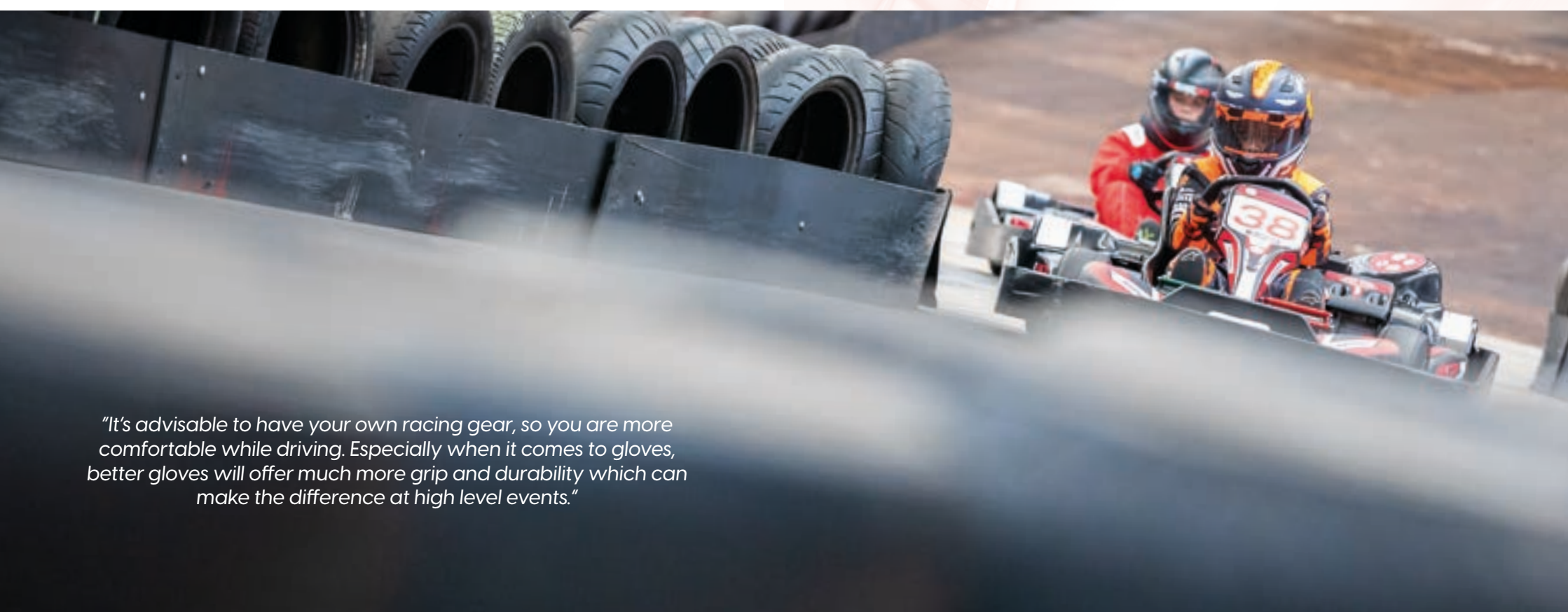
What about tinted visors? Well, you will be driving in variable light conditions, and you need to be able to see clearly. Tinted visors look good, and are useful outdoors, but make sure you are not hindered by the tint when it comes to racing indoors, particularly when it comes to watching out for warning lights.

**Gloves** – Are often the first bit of kit that a driver will buy. They can make an immediate impact on your comfort when driving.

**A good fitting pair of gloves is worth investing in.** Drivers have a tendency to overgrip the steering wheel if their gloves don't fit properly, and this can affect driving, and potentially cause discomfort or even blisters.

**Race boots** – They do have a purpose and feature **thin soles that help with pedal feel.** Again, they are not essential, but if you're looking for every advantage, they're worth considering.

If you're going all out, then you're going to want to get your own race suit. These can be bought from a number of online retailers. For indoor use, there is no safety specification apart from being a one piece overall. If you are planning on using your suit in other forms of kart racing, it's advisable to make sure that it is CIK level 2 certified. This is specified for most forms of kart racing and is designed to protect against abrasions in the event that you are ejected from the kart. There is no need for it to be fire resistant as this is not a problem in karting. **Choose your suit carefully and make sure that it is not too small.** One factor to think about is that you will be using it whilst sitting down. A slim fitted suit might look great walking around the paddock, but it can get a bit uncomfortable in the kart!!



*"It's advisable to have your own racing gear, so you are more comfortable while driving. Especially when it comes to gloves, better gloves will offer much more grip and durability which can make the difference at high level events."*

# THE RULES....

Here we will explain how the Clerk of the Course looks at the racing, and what to expect. The main document that sets out the rules in detail is the **Sporting Regulations**, which is available to download from [www.bikc.co.uk](http://www.bikc.co.uk). Here, though, we'll look at what to expect when you get to the racing part of the competition from your point of view.

Firstly, the Local Finals will be run by the local team at your track. If you've been racing there, you will undoubtedly get to know how they run their races and what to expect. They are fully briefed on how to run the event and will relay this information to you.

When you get beyond Local Finals, there are a few factors to consider. The teams that run Regional Finals are experienced karters and operators and have specific roles during the race meeting. **Don't be afraid to ask if you are unsure of anything** as they will be happy to help wherever they can.

The Regional and National finals teams will have a Clerk of the Course who is responsible for overseeing the race meeting and making final decisions when it comes to penalties and how the meeting runs. He or she is assisted by the Timekeeper who runs the timing system and administration of the event. They are backed up by a **VAR advisor who looks at any CCTV footage** available to help add clarity any incidents that happen on track. The pit lane is run by the Head Steward who is responsible for the karts. All of these people will be very busy during the event, so we also have a Competitor Liaison who is the drivers point of contact for any judicial issues, or any queries. Be kind to the Competitor Liaison. They have to be the bearer of bad news sometimes!



## Penalties

Now, set out in the rules are a number of scenarios that would warrant a penalty being given to a driver, and also the severity of penalties. The Clerk of the Course will use these when adjudicating the racing. Any penalties that are given will always outweigh any advantage that a driver may have gained through an unfair move. The Clerk of the Course will use all the information to hand before issuing a penalty, which includes testimony from **marshals and CCTV imagery**, so penalties may be applied retrospectively if it is appropriate. A penalty will be issued if a driver is deemed to have gained an unfair advantage. This normally means that someone has bumped into someone else.

*“I'm often asked how I judge an unfair move. What I have to say is that each incident is different as such they are looked at on an individual basis. However, as a rule of thumb, I tend to use the 50% rule. This means that a driver has to be at least 50% alongside an opponent before they turn into a corner to make the move stick.”*

James Hislop – BIKC Clerk

Okay, that sounds simple. Make sure you're alongside, that's the first step, but what does a bad move look like? Basically, if a driver hits the kart they are trying to overtake, and it starts to spin, or is physically moved off its line, then you can argue that the move wasn't on. Expect a penalty.

Now each driver has a responsibility to ensure that they drive according to the rules, and this means that they have to allow each other room to race. It's very easy to see a kart alongside you and squeeze that kart towards the barrier in the hope that they back off. This is not acceptable. Sometimes, you have to realise that you've lost the position. It's better to do this and plan to get it back than force another driver into a barrier and end up with a penalty. **Remember, you need the points.**

It's also important to remember that we all make mistakes. Quite often, if a driver has a lunge and messes the move up, if they acknowledge their mistake and rectify it, the Clerk will let them off with a warning, **so don't be afraid to admit that you're wrong.**

So how do you go about racing in a clean manner? Well experience counts for a lot. The further into the competition you go, the tougher the opposition gets, so it becomes more of a game of chess on four wheels. We asked our Clerk of the Course for his advice on what he looks for;

*“There are a number of different ways of overtaking, and all carry a measure of risk. The traditional 'Divebomb' where a driver goes for a speculative move is probably the most risky. I'd advise drivers not to try this move. In my experience, the best way to build a move is to find a weakness in your opponent and work to try and either distract them or put them out of position to take advantage of said weakness.”*

Now, obviously, incidents will happen on track, and you may find yourself on the receiving end of some dubious driving. This is obviously not great, but unfortunately, the only action the Clerks can take is to punish the driver responsible for compromising another driver's race. They cannot speculate on where someone may have finished or allocate additional points to an aggrieved driver. There are also incidents for which no one is to blame. These are called racing incidents. If you have any questions about a race result, you can speak to the Competitor Liaison Officer, who will clarify the Clerks' decision for you.

## Sportsmanship

The Championship is run as a sporting contest. It's important to remember this. The trouble with sport, particularly if you are competing or supporting another driver, is that it can get very emotional. You only have to scroll through social media after a Grand Prix to see how polarised views can get. The event teams take **a lot of care to ensure that the events are run as fairly as possible**, and they have a lot of experience in these types of events, either running them or competing in them. They have a lot of information at hand and will make considered decisions when it comes to the racing. It goes without saying that it is impossible to please everyone, however, we do not want to see competitors arguing or displaying unsportsmanlike behaviour, and the Clerks do have the powers to exclude competitors if they feel that their behaviour crosses a line. Regrettably, we have seen this done in the Championship, so **take the time to enjoy the racing** and remember to be respectful to competitors and staff throughout.

So there you have it. BIKC in a nutshell. There are some other resources that you may want to look at through the competition. Keep an eye on the website, [www.bikc.co.uk](http://www.bikc.co.uk) which will keep you up to date. You can also download the Sporting Regulations from the website. It is recommended that all competitors read this as it sets out the rules and regulations for the competition. Your local TeamSport track will have a Crew member who is the designated BIKC expert, so don't be shy, if you have any questions, ask these guys. Finally, there is a BIKC facebook group, and a BIKC Instagram page. These will keep you up to date with important information and deadlines throughout the competition.

Follow us on Facebook and Instagram **BIKCOfficial**



Lastly, good luck. Remember, the BIKC aims to be a great starting point for getting involved in motorsport, so wherever you finish in the championship, enjoy it and have fun.



We look forward to seeing  
you on the GRID



 **BIKC** 2022  
British Indoor Karting Championship  
 



British Indoor Karting Championship



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