# Drivers Briefing –15th November 2026

Welcome to the last round of Shenington's 2026 season and good luck to all who are chasing these final points. We hope you have an enjoyable weekend. Please all read the briefing very carefully and especially note the new SLOW BOARD regulations. Check final instructions / websites and the Alpha Notice Board for the timetable of the day and other relevant information. The 2026 club championship runs all year, and remember the points for the Winter100 Series over ~~January,~~ February and March are carried forward to the main club championship. All information regarding regulations etc are on the Documents page on our website, along with timetables, briefings and SRs.

For those familiar with Shenington here is a quick summary of the important points, others new to the circuit please read in full.

**Guest drivers in Cadets must use pre-used Slick tyres, minimum about 40 laps use, no NEW slicks! They may be checked and marked.**

**For those club members racing in the Cadet classes, you can use new slick tyres for your first round but remember to put them aside for future meetings, remembering you only get two sets for the whole year (Superprix excepted) and new members only one set from September. Guests can only used pre-used tyres, 40 laps or more old. We started again for new tyres from February, that set must be kept for Shenington along with one other set for the year.**

**All drivers must collect a wristband at Signing On building No 2 to show they have signed on, inspected at grid entry. This is a different wristband from the practice day.**

**Please note and read the SR's, electric scooters are banned from Shenington and must not be brought to the circuit. If seen, a fine of £100 will be levied payable to Shenington Kart Racing Club Ltd.**

**Do not come to the circuit or leave via Shenington or Alkerton villages, if spotted a fine will be levied, routes are on the Contacts page.**

**All karts and racewear will be checked for everyone before practice. Engines and wheels must be fitted. There will be an opportunity to check some karts on Saturday during the last practice sessions. A sticker will show the kart has been scrutineered which will be checked at grid entry.**

**Please ensure you have uploaded your 2026 Club Membership Card, and your 2026 MSUK Licence to your profile, without these you will not be able to race. Ensure you have a fire extinguisher on display.**

**No starting engines in the pits at any time, only by permission for maximum 5 seconds in the designated area outside the scrutineering building No 1. No practice starts for gearbox during the formation lap, otherwise there will be penalties.**

**Ensure your engine and chassis numbers are entered in your digital scrutineering, and most importantly your slick tyre bar codes, ensure the CAPITAL letter at the start is included. Your Mechanic's name and licence number must be entered on the Alpha entry system. Put down your normal mechanic, even if shared with someone else. Parent / Guardians acting as a mechanic must put down their PG Entrant licence number.**

**The dummy grid closes at 2 minutes plus a lap on the preceding race, any latecomers after that may start at the back until the circuit gate re-closes and / or the red light goes on.**

**For race starts, the leaders must slow down and allow everyone to form up on the first formation lap after exiting the chicane, and everyone must stay inside the tramlines at approximately 30mph coming up to the start, until the red light goes out and not accelerate until the acceleration line. If the red light does not go out, that signifies a false start. We may apply in-race penalties for false starts (5s), normally to the pole man for being too fast or accelerating before the acceleration yellow line or the red light going out, or the number two for being ahead, or anyone being partially outside the corridor (3s) or totally outside the corridor (5s). A penalty will be shown on the digiboard. There is no appeal.**

**<u>If there is a second formation lap due to a false start then the full circuit is to be used for direct drive karts</u>. Gearbox drivers go immediately right to the cut-through after the start grid. Drivers who cause a false start by stalling must start from the back. Others may <u>not</u> overtake after Post 8, where yellow flags are displayed.**

**If you have to come in during a session because of a black and orange or black flag, or to make a repair or adjustment, then stop on the boxes on the left before the brown building. If you go into the post race collecting area you cannot leave again.**

**We will normally be using Light Panels in place of Flags for Signals.**

**SLOW BOARDS, displayed at all marshal posts with a waved yellow, have replaced the black and yellow flag. Form up behind the leader in single line tight formation at moderate pace (Slow!), no overtaking. If karts pit for repairs, they can only rejoin at the end of the train. At the end Yellow Flags at the last two marshal posts will go stationary and racing may resume after the start line on a Green Signal. See NCR Chapter 18, Appendix 5 Article 1.33.**

**If there are red Signals (flags) then normally karts will be stopped at the start line, or another place if necessary. No working on the karts, if you go into the pits you cannot rejoin. The first formation lap in single file will do a whole lap of the whole circuit before the restart.**

**If you overshoot the Stratford hairpin, then do not do a U turn, continue round the gearbox hairpin and rejoin safely.**

**Observe the digiboard on the gantry and flag signals especially yellow flags, which mean slow down and no overtaking.**

**If you stop try and get into a place of safety and leave your helmet on, if you can't then wait for the track to be neutralised so you can be attended to.**

**After the chequered flag, slow down, strictly no overtaking. The top karts will be directed to be weighed, stop before the weigh bridge, stay in parc ferme until allowed to leave. Others sit in the karts until front fairings are checked.**

**Make sure your team and mechanic read this briefing too.**

You will sign on electronically prior to the start of the meeting, a link will be emailed to you. All fees must be paid in advance. You must confirm that you have read and understood the drivers briefing. There will be a driver's briefing for all drivers, PG Entrants and Team Managers outside Building No 1 in the collecting area. It is the driver's responsibility, or PG in the case of a competitor under the age of 18, to ensure that they have read the supplementary regulations for the event, and the drivers briefing below and, as always, understand the regulations. Read the Shenington rules here: Microsoft Word - ClubRules. If you have passed a PG Entrant licence to some other person you must email the authorisation letter to skrc-compsec@hotmail.co.uk in advance and bring the actual licence with the temporary guardian. Do not come to or leave the circuit through either Alkerton or Shenington villages, so do not rely on sat-navs for the last part of your route. **The minimum fine is £100**. Read the website for the official routes. Find them here: Event Documents | Shenington Kart Racing Club on the Documents page.

Scrutineering for all classes will be from 0730 on Sunday morning, do not be late. All classes must complete their slick tyre bar codes on the digital entry before close of scrutineering, do not forget please. Grids will be available online on the Alpha system and on the signing on window, **please check your positions, use the Alpha Hub app.**

**Scrutineering**
On or before the race day add your chassis and engine numbers, noting we do need the official chassis name to be entered on the system and if you are with a team, your team name.

Add any seals etc, and slick tyre bar codes that must be entered in the digital system before the close of scrutineering prior to the first heat, time as shown in the timetable. Note you are only allowed one set of NEW rain tyres during the day but any amount of used rain tyres.

We will be checking bar codes on tyres at the end of the races, and maybe randomly at other times, so make sure you fill in the online form correctly **ensuring the first letter is entered** e.g. K for the Komet etc. For Cadets, new tyres are permitted for the first time as a new member, or for everyone for January, now February, and from September for new members only one set is permitted, thereafter only pre-used tyres are permitted for guests and one of the two sets of the year for members, see our regulations. No new or nearly new tyres after the first meeting unless you have joined the club and racing for the first time this year, Libre classes must purchase a set of used Komet tyres from the club for the first meeting, and then only after a minimum per two meetings attended and pay the £30 cost each time.

**Make sure you have a fire extinguisher, minimum 55B for competitors, and teams should in addition have a 2kg powder or foam if one or two competitors, otherwise one of each, at the door of the awning. No excuses this time!**

## Pitbay & The Alpha RaceHub app

**You can book a pitbay, either for the long weekend, or the year, on the Alpha entry system. All teams wishing to set up the day before the practice day must book a pit bay. You could also book an electric hookup pitbay, either for the year or the weekend. Do not park in front of the A Pits Toilets, this area does not belong to us. You will be moved.**
**You must download the Alpha Racehub app for your smartphone, where announcements, bulletins or calls to see the Clerk may be made**

### Gates, Spectators and Catering

The public gate to the main road will be open from approximately 0700 in the morning. Arrivals on Thursday afternoon, or Friday evening if no Friday practice, and early evening are permitted but see above for teams. If you arrive early you should have

booked a pit bay. Gates will be locked at 11pm each evening. All generators to be switched off by 2300. No loud music at any time, and switch off by 2300 latest. Catering will be available. Please dispose of litter responsibly in the bin or take it home. Do not leave tyres or fuel cans, there will be a financial penalty. **Anyone arriving after 0930 on a race day will be charged the spectator fee of £10 per car (unless they hold a Shenington Social Membership).** Cars must be parked in the spectator car park field, no pitting is permitted in that field. Do not park in the area in front of the A Pits Toilets, nor in front of the gate to the Grandstand Field, which may not be in use, or only for gearbox, weather permitting. There have been some thefts at the circuit and in the area recently, please ensure your equipment is kept secure, especially overnight.

## Teams

If you (as a driver) are coming with a team then the team must have an Entrants Licence with public liability insurance. Could mechanics be reminded that they MUST NOT attempt to return via the turnstile giving exit from the dummy grid. If they do, sanctions may be applied.

**Race with Respect – very important**

Shenington totally observes the Race with Respect guidelines and that means **NO SIGNALLING** to drivers from the side of the track please. The other Race with Respect guidelines are appended to the regulations on the website. No standing on fences.

## Officials, Programme and Regulations

Championship Regulations, the Supplementary Regulations for the day, and the Programme showing general timing and the list of officials are all available or our website and mostly also on the Alpha system Notice Board

**Safeguarding**

If you have any safeguarding concerns please contact our Club Safeguarding Officers either Sonja Game or Tom Whitehouse.

## General Points

The main aim of the Officials of the Meeting is to ensure that the event is run as safely as possible. Please remember that karting is a non-contact sport. In the event of any contact, the Officials of the Meeting will review any reports and if necessary, the judicial process will be used.

Please remember you **MUST NOT** take matters into your own hands. For instance retaliation, or any persons found taking matters into their own hands will be dealt with very severely.

Scooters or bicycles etc must **NOT** be used in the paddock whilst the track is in use. Electric scooters etc are banned and must not be brought to the meeting.

Track walks are permitted so long as back ten minutes prior to track activity. Note that dogs are never allowed on the circuit, but are permitted in the paddock if under control and on a lead or in an enclosed vehicle. Please be responsible and clean up any mess.

The grandstands are normally open but please no signalling to drivers. Smoking or vaping is not permitted on the dummy grid, pre-grid, collecting area or parc ferme or inside any building. We have a new grandstand next to Café Corner, with disabled access.

Do not leave behind any tyres or fuel cans etc. Fines are applicable. Take your rubbish home please. Please tidy up your pit area before leaving. Cameras are **NOT** permitted on the karts on race days, not even during practice in the morning.

Please ensure that you have a fire extinguisher to hand, as per Motorsport UK regulations in Karting Yearbook Appendix 4.

All bulletins, results, will be available digitally or on the club house window by the results sheets and the race status (Wet/Dry/Open) at the entrance to the pre-grid area.
Note that Shenington uses TAG-Heuer transponders, which are usually available for hire when entering the event.

## Engine Starts

We will not be permitting engine starts other than on the dummy grid preparatory to going out in a session, then it can be started when the chequer flag is displayed. Honda Cadets can start and tickover during the previous session but the kart must be on the ground with the driver seated. No lifting of rear wheels. If you absolutely have to try an engine prior to the following session ask SKRC for advice or ask the grid marshal. There is a 5 second maximum time, no continual revving. SKRC do NOT allow engine starting in the pits / paddock or your awning otherwise a £50 fine will be levied. No driving of karts in the pits or paddock.

## Race/ Practice Session Starts

Novices and newcomers must familiarise themselves with the track layout, the Out and In, before taking to the track and the flag signals. A track map is available on the SKRC website and in the scrutineering building No 1.
Please ensure you get to the grid with plenty of time, it closes at 2 minutes plus a lap on the previous race, latecomers may be allowed to start at the back. Any mechanics must always stay with the kart, and it is not permitted to congregate at the front of the pre-grid or dummy grid. If you are leaving a trolley in the trolley park, you must do so as quickly as possible and return to your kart. Work is NOT permitted on the kart on the dummy grid except to remove air from tyres, unless specific permission is

given. Observe the sign for the track conditions OPEN or WET. Do not move if the Red light is showing or until the Green light or Green flag is displayed.

**It is absolutely forbidden to lift the rear of a kart with the engine running anywhere.**

**Junior Incident Marshals / "Pushers' are not permitted on the track, whether practice or racing.**

There will be 1 rolling up lap for non-gearbox karts, and 2 for gearbox karts. Gearbox karts will have a standing start, DO NOT attempt practice starts on the formation lap(s). We have a 2 x 2 standing start with tramlines and the gearbox will use the staggered orange stop lines, which are halfway back from the white marking but the first line is one back from the finish line. For a rolling start, if a kart puts a wheel outside of the tram lines before the red light goes off, there is a fixed penalty.

Be aware that with so many classes, inevitably some classes will be mixed, sometimes with a split start, sometimes all together. Be courteous if another class kart is trying to pass, or you are coming up on a kart not in your class.

Please ensure that you leave the dummy grid in a safe manner, and if there are red and green lights, only move if the green is on. Weaving is not permitted. You must be in formation at the exit from the chicane and we may use a speed monitor for all karts on the exit of the Bruno chicane. The lead and pole drivers bear the responsibility for controlling the pack speed and ensuring stragglers have caught up. The speed limit at this point is 30 mph, although this is subject to change at the discretion of the clerk of the course should conditions dictate. A penalty may be applied for exceeding the speed limit or being out of formation, or accelerating before the red light goes out or before the acceleration line, **beware and check results** for any penalties. There will be a yellow flag displayed at Hangar bend and from this point until the start lights are off you must not overtake and be in formation in the tram lines.

Keep a steady speed on approach to the start line and stay inside the tram lines. Once the red lights are extinguished, the race will start and drivers can break formation. <u>If the lights remain on or go yellow and false start flag is displayed, you must use the full lap and for gearbox standing starts the immediate right cut-through.</u>

**Gearbox karts:** Normally a red flag will be displayed when the karts take up their grid slots. Use the staggered orange marked lines observing the grid number immediately ahead but one row back, so the pole would line up on orange behind the number 3. Do not expect marshals to guide you into place, it is your responsibility. The red flag will be withdrawn and the red start lights come on, start when they go out. Should a kart fall to the back of the field for any reason on the rolling lap, and not be in formation by Post 9 at Wilkins Hairpin, that kart must immediately fall back to and start from the rear of the grid. If a driver has a problem they are to alert the starter with a hand up, and this kart must then start from the rear of the grid. Incident marshals will be on stand-by to assist one restart attempt upon a false start. If the kart fails to start the kart will be put in a safe place. Upon a race start the driver and only driver will be given one attempt to start their kart, if this one attempt fails the kart must be put in a safe place. **Be aware the regulations for standing starts whereupon any driver that stalls and/or causes a false start, must then start from the back of the grid, their original place being left vacant.**

In the event of false starts the Clerk of the Course reserves the right to place any offending driver to the rear of the grid or issue an alternative place or time penalty – be warned.

### During the race or practice session

Please ensure you are familiar with all flag signals. All official signals at the Start Line will be given by the coloured panel digi-flag on the gantry, unless there is an electrical failure in which case flags and boards will be used.

The Clerk of the Course may request SLOW BOARDS, displayed at all marshal posts with a waved yellow, which have replaced the black and yellow flag. Form up behind the leader (or in practice the first to see the board and slow down) in single line tight formation at moderate pace (Slow!), no overtaking. If karts pit for repairs, they can only rejoin at the end of the train. At the end Yellow Flags at the last two marshal posts will go stationary and racing may resume after the start line on a Green Signal. See NCR Chapter 18, Appendix 5 Article 1.33.

All Start line Signals including the chequer, will be displayed via the Digi Flag, except in the event of an electrical failure, when flags will be used.

The direct drive (non-gearbox karts) use the first hairpin towards Stratford and the gearbox only use the full circuit. Should a non-gearbox driver overshoot the hairpin you MUST not turn around and come back, you must take the gearbox hairpin and safely and slowly with hand up re-join the race.

If you need to come in to make repairs there are marked rectangular spaces to the left of the scrutineering building No 1 at the top of the "chicken run". If you enter the parc ferme you cannot go back onto the circuit. If you do you will be black flagged.

Please note this: Additionally a kart alone on the track may use the full width of the track. However, as soon as it is caught by a kart which is about to lap it the driver must allow the faster driver past at the first possible opportunity. Flag marshals will display waved blue flags to indicate that the faster driver wants to overtake. Any driver who appears to ignore the blue flags will be reported to the Clerk of Course. (Note: it is recognised by SKRC that in karting, novices or other kart drivers being lapped are advised to stick to their line, and avoid sudden changes of direction).

In the event of a race stoppage a Red flag will be displayed. You must make your way slowly, with no overtaking, to the exit of Wilkins, prior to the finish line, whilst being prepared to stop at any other points if instructed by the officials.

If you must pit during a race to make repairs or for a black flag, this can be done outside the scrutineering building No 1. If you decide to go into the post-race collecting area you are not permitted to leave again.

### Incident Handling

Should you break down or be involved in an incident on circuit **you must give the marshal a thumbs up to show that you do not require medical attention. You must, where possible, move your kart to a place of safety** and follow the marshal's instructions to go to a place of safety. **Do not remove your helmet at any time on the trackside until returning to the paddock.**

Never lift a kart over a fence, there are possible gate exits behind lap-scoring, at the Wilkins hairpin and just past the direct drive Stratford hairpin for mechanics to access with a trolley. Always obey the marshal instructions. Karts may have to be left until the end of the next race.

### Race Finish

A chequered flag will be displayed on the digi-flag or by flag at the start line if there are any digi-flag failures. You must cease racing and do not overtake and make your way back to Parc Ferme and keep left at the approach to the brown building if directed for weighing, otherwise keep right. Please do not make an extra lap and do not drive onto the weighbridge, push the kart.

In the post race parc ferme, the first driver should go furthest away and then all drivers following should fill up from the next furthest. <u>All drivers must remain seated until instructed by an official</u>, whilst front fairings are inspected.

Parc Ferme is defined as the area between the dummy grid and the brown scrutineering building area including the fenced off area at the exit of the brown scrutineering building.

Trophies will be given out approximately 30 minutes after the final results either in Signing On, the patio or the canteen. Please note a maximum of one trophy per driver and as per the regulations.

### Scrutineering

<u>Do not drive onto the weigh bridge, stop beforehand and push the kart on.</u>
Weighing is usually permitted during practice by queuing down the side of the scrutineering building No 1 but not during scrutineering.

Should the scrutineers require an eligibility check, the mechanic will remove the part requested for the checks. If anything incorrect is suspected, photos should be taken and the item sealed. Competitors karts must not be removed without specific permission from the Chief Scrutineer.

### Judicial Hearings

Judicial hearings will be normally be held in the upstairs Clerk's Office, we do record these meetings both audio and video. As per our regulations for kart meeting guidelines, these will be held as per the Clubman judicial regulations. Remember there is seldom a requirement for a hearing during the heats, so check the results on the website for penalties. If you have to queue please maintain polite distancing.

During practice sessions misdemeanours will result in sanctions for drivers or entrants, at the discretion of club officials.

Check your results on the sheet in the signing on window, please do not take the live timing as the official result, it may be amended.

### Specific Covid-19 related rules

Although COVID-19 rules are no longer in force, if in doubt or have tested for COVID please do not attend. If an official requests wearing of a mask please obey noting that the club will have stocks of masks if necessary.

If there is anything you are unsure of please feel free to contact the Clerk of the Course or the officials in race control