



Recognised
Club

SHENINGTON
KART RACING CLUB



SUPPLEMENTARY REGULATIONS

- 1.** The SHENINGTON KART RACING CLUB (SKRC) will organise Interclub permit kart race meetings at the Shenington Circuit, as per these regulations and the regulations of the event, on 17 March 2024 under the Motorsport UK permit numbers 134250 & 134435 (Interclub up to and over 120) and will be for the following classes: Cadet: IAME Water Swift (restricted), Honda GX200 (Sealed), Rotax Micro Cadet; Intermediate: IAME Water Swift, Honda Inter, Rotax Inter; Junior: TKM, X30, Rotax; Senior: TKM Extreme, X30, Rotax Max, TKM Clubman, Formula Libre (X30 & Rotax), KZ2
- 2.** Held under the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations. The Clerk of the Course is responsible for the Judicial Process at this Interclub meeting as per U21.1.1, following Clubman penalties, Motorsport UK permission has been granted.
- 3.** The event is open to all members of the SKRC & all members of ABkC clubs (provided the club is in current membership of the ABkC) and in possession of a valid Motorsport UK Entrants licence. Competitors under the age of 18 must be accompanied by the holder of a Kart PG Entrant's licence who must sign on as Entrant of that competitor. Drivers and Entrant/Drivers must be in possession of a valid Interclub (Novice) Kart licence (minimum) or valid Licence and Medical issued by Motorsport Ireland (H25.1.1 & H25.1.5), or be in possession of the highest grade of national Kart licence or valid CIK-FIA International Licence, the event being on the Motorsport UK International calendar, together with their ASN's written consent ((H)25.2.1 and FIA ISC Article 2.3.7.b applies) & show an ABkC club membership card. All signing on will be via online digital means and must be completed prior to the event.
- 4.** All Interclub events listed in the accompanying championship regulations are part of the Shenington Kart Club championship, (Permit No CH2024/K046 and the Winter 100 Championship (Permit No CH2024/Ktba). Exceptions are shown in Championship Regulation 1.6.
- 5.** The programme times are as follows: Digital confirmations of Signing on and scrutineering self declarations which must be completed, then there will be selected full safety scrutineering checks advised by the Chief Scrutineer from 7.45am to 8-45am or as advised in final instructions with Motorsport UK permission for the scrutineering trial. Briefing for novices and newcomers and designated classes, approximately 0845, Three laps practice 9 am or as sent in final instructions, Racing should be completed by 6 pm.
- 6.** The event will consist of two or three heats of 6/7/8laps and a final of 8-16 laps or timed durations, (or at the discretion of the Clerk of Course, or as amended due to weather conditions) except when notified in the Regulations of the Event or meetings may have a timed qualifying session for heat positions and a final. Lap scoring will be by means of transponders (U5) which will be TAG-Heuer. For all classes the first and subsequent heat position will be allocated by means of a computerised or manual randomised programme, allocating a fair share of front/middle/back. Final grids calculated as per Karting Yearbook App. 4E, System A Points Low. Final grid tie-break is best first heat position. Heats and finals duration may be reduced in wet weather or unforeseen circumstances and will be announced on the dummy grid accordingly prior to each race. Changes can also be made during races for safety reasons.
- 7.** The track measures 1211 metres (gearbox), 1017 metres (direct drive) the number of corners are 10, the surface is tarmac & the track licence numbers are K/2024-159 & 160. Races will be organised for classes as shown in Section 1. Compatible 4-stroke classes may run together with 2-stroke classes (U18.2.1 & U18.2.2).
- 7a.** Entries will be limited to one grid per class or at discretion of the organisers. The maximum entry is 250, the minimum number of starters for each race is 10. The organisers reserve the right to cancel or amalgamate classes.
- 7b.** Rolling lap and start procedure: Direct drive classes will have a slow rolling start and Honda Cadet and other compatible classes may have a standing start, gearbox classes a standing start, as advised in final instructions. Standing start non gearbox karts will proceed directly to the grid via the cut-through by the noise measuring position. The maximum grid for a race will never exceed 34, and 30 for gearbox. STARTS will be as MOTORSPORT UK specific karting regulations U7.8.4. Penalties may be imposed on the pole position driver for speed considered to be too fast or too slow, where reference may be made to a speed indicator device. Penalties may also be imposed on the No 2 position driver if considered to have broken formation prior to the start line. For standing starts a place or time penalty may be imposed on any driver judged to have jumped the start. If a false start non-gearbox karts must take the cut-through next to the noise measuring position on subsequent formation laps, and gearbox must immediately turn right for the cut-through. Drivers who fail to take their correct position on the dummy grid when instructed, must start the race at the rear of the last row of the grid. Excessive weaving to warm up tyres is prohibited. The Safety Line (U7.5.4) is designated as a white line across the track. The acceleration line is marked across the circuit prior to the start line. Formation laps subsequent to the first one may use a shortened track distance as directed by marshals. Penalty for speeding prior to the start line with judge of fact reference to a speed indicator device is 5s, maximum 30mph. Drivers unable to be in formation and in their grid position by the first yellow flag, and those who are unable to start, causing a false start, must then start at the back of the grid in order of arrival, U7.8.4.
- 7c.** RACE STOPS will be as MOTORSPORT UK specific karting regulations U7.9-U7.10.2 inclusive. The Black/Yellow flag may be deployed, drivers must slow down. All laps count towards race total. Should the Red flag be shown all competitors will stop racing immediately, slow down and proceed to the start line, unless the circuit is blocked, and stop and as per Motorsport UK regulations.
- 7d.** Any driver missing out part of the circuit, whether deliberately or not, may be penalised up to the equivalent of one lap in a time or place penalty. Any driver considered to be baulking or blocking another driver may be penalised. A driver who consistently places their kart on a line that is not that recognised as the racing line, in an effort to prevent

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being overtaken, may be warned as to their unsporting conduct and should they continue they may be penalised under C2.3.2 or C1.1.5. Lap times may be taken into consideration.

7e. Working on karts on the dummy grid is forbidden, with the exception of removing air from tyres. Tyres must not be changed unless on permission of the Clerk of the Course should the weather change at short notice.

8. SKRC Championship Regulations 2.3 (Race with Respect) and 3.1 will apply to all competitors. Note that signalling from trackside to a driver is prohibited, if observed penalties may be applied to either or both the driver and signalling person.

9. All drivers will take part in an adequate practice period allowing for competitors to be observed if required, all at the discretion of the Chief Clerk, as per U7.2.1.

10. Four number plates are required, one each at front, rear and either side.

11. Vehicles in the pits must not park in the pit spaces indicated by a number, which are reserved for specific members. The speed limit for vehicles is 5mph, karts must not be driven in the pits under any circumstances.

12. Judges of fact will be - the Chief Timekeeper (judging laps completed & judging jump starts), the Chief Scrutineer/Eligibility Scrutineer (on technical matters), a Clerk of the Course judging start line speed and false starts, one or more noise officials (judging kart sound levels) and officials judging displaced front fairings and track limits.

12a. Drive by sound level tests will be carried out at the point designated on the track diagram between Café and Pits corners by overhead microphone at a height of 3.6 metres plus or minus 0.1 metres. Any kart exceeding the class limit will receive the black flag signal and must return to the pits immediately and report to the Clerk of the Course. The limits are Cadet 96dBA, Intermediate 98dBA, Junior 100dBA; all seniors 103dBA; 450cc 4-stroke gearbox 103dB, other classes 105dBA. If the scrutineer requests further tests the kart must remain in parc ferme until permitted to leave. Karts within 1dBA of the limit may receive a warning notice and should take steps to reduce the sound level output before the next race. Any kart whose noise intake box has detached must return to the pits immediately. Any kart that has a breakage or excessive leakage in the exhaust system must immediately stop racing and park in a place of safety and not attempt to return to the pits. Karts over the noise limit may be disqualified and will only be permitted to return to their next race if they have clearly shown an improvement or modification likely to reduce noise output. Warning flags may be given at the noise monitoring station in addition to the start / finish line. All warning flags may be given by an appropriately coloured panel digital display (Q12.24.3).

12b. All karts must conform to the Motorsports UK regulations set out in the 2024 Motorsport UK Karting Yearbook and where indicated the 2024 Motorsport UK Yearbook and as shown in Sect 5 of Championship Regulations for Formula Libre. For TKM Clubman only used slick tyres (to TKM Extreme class regulations) may be used which must be between 2.5mm and 1mm on the tread depth holes at the start of the meeting unless the driver is partaking in a round of the TKM Clubman Regional championship and registered for that championship in which case these regulations take precedence. Gearing is open. All gearbox karts must have a CIK noise box or of a type approved for that kart by Motorsport UK or class regulations. Karts must always comply with the MOTORSPORT UK Karting Yearbook noise technical regulations Appendix 3, regardless of the type of silencer. All these classes subject to MOTORSPORT UK approval of KTE's. Fuel for the KZ2 classes only may be CIK Compliant 102 octane as per U.16.17.

12c. All karts must be fitted with a TAG-Heuer transponder provided by the entrant. This must be fitted in accordance with MOTORSPORT UK Karting Yearbook Appendix 4 Section F. It is the responsibility of the driver to ensure that the transponder is working correctly, the signal is not obscured by chassis parts or bodywork and the battery is sufficiently charged.

12d. Two engines and one chassis may be scrutineered in all classes & manufacturer types and serial numbers must be entered in the digital scrutineering. Prior to the first race or timed qualifying session of the meeting commencing a driver may substitute an engine and or chassis after obtaining the permission of the scrutineer. During the meeting should a chassis be damaged beyond repair on the recommendation of the scrutineer and at the discretion of the Clerk of Course a second chassis will be permitted.

12e. SCRUTINEERING DOCUMENT: All competitors will be given a digital scrutineering document for which they have sole responsibility to complete correctly as per Karting Yearbook Appendix 4 & 4A including seal numbers if used and have completed to the Scrutineer by closure of pre-race scrutineering. In the event of the digital system being unavailable permission may be given to use the official scrutineering document. (The Chief Scrutineer hereby has limited discretion to correct obvious typographical errors on the system at Interclub events)

12f. Only one set of dry tyres and one set of new wet tyres per event will be allowed for racing (not including official practice) except where a tyre is damaged beyond use (not wear) as determined by the Chief Scrutineer one extra front and one extra rear may be allowed. For the avoidance of doubt, this applies to TKM Clubman and Libre. It is the competitor's responsibility to make sure the Scrutineer inspects a faulty tyre before the kart leaves the track exit/weighing in area. Guest drivers in Cadet must not use new slick tyres except for the first SKRC meeting of the year and July meeting. At the other events the maximum tread depth 3.5 mm before the first heat or timed qualifying and must be obviously used for a minimum of approximately 40 laps, the Chief Scrutineer decision on eligibility is final. If found necessary the club reserves the right to amend the specified maximum Cadet tyre depth for guest drivers by bulletin prior to any race meeting. Bar code numbers will be used for enforcement and slick tyres and rain tyres (wets) must have been entered on the digital scrutineering system before scrutineering is closed if requested in final



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instructions or by bulletin. If the digital scrutineering system is not in use the bar codes must be entered on the official scrutineering document or scanned.

12g. Additional incident officials will not normally be allowed on the circuit for cadet / Inter/ junior races. If they are permitted and only at the discretion of the Clerk of Course, provided that they have signed on, have attended a briefing session, and are wearing a SKRC supplied coloured tabard and attended a training session. They must obey directions from the Clerk of the Course/Chief Marshal and stand only in a designated incident marshal refuge where directed until required.

12h. At the direction of the Chief Scrutineer, standard parts (e.g. ignition/exhausts) or tyres (similar or better tread depth) or fuel may be supplied by the organisers and must if requested be exchanged. These parts/tyres must be returned in good working order at the end of the meeting, a charge may be made for fuel / oil used.

12i. The club reserves the right to require all competitors in any class to carry sponsors' decals. The requirement will be made in final instructions.

12j. By countersigning as parents/guardians/guarantors of minors they agree that they have no objection to still or moving images being taken of the driver / volunteer official undertaking their sporting activities and the minor's details as given being kept in a database. By signing on all officials and marshals agree they have no objection to still or moving images being taken during the sporting activities. The Club Child Safeguarding Officers (CCSO) are Mr. Tom Whitehouse and Mrs Sonja Game.

12k. On responding to a black flag, a driver may be permitted to carry out a slow drive-through on the pits repair lane if shown on the digital board at the start line. The driver must then report to the Clerk of the Course after the race.

12l. At no time may a kart be lifted over a track perimeter fence.

12m. On board video cameras are not permitted except with the specific written permission of both Chief Scrutineer and Chief Clerk of the Course, which will not normally be given.

12n. Only the driver and one mechanic is permitted on the dummy grid, unless with specific permission of an official of the meeting. The mechanic must wear the wrist band if issued by the club.

12o. The club's policy on commercial photography and video is available on the website www.sheningtonkrc.co.uk

13. Prizes will be awarded as goods or trophies for each five entries per class or less at the discretion of the Secretary of the Meeting. If there are sufficient entries with a minimum of 8 in the Cadet, Junior and Intermediate classes a minimum of three trophies will be awarded. In the event of any provisional result being revised after provisional presentations and such revisions affect the distribution of awards the competitors concerned must return such awards to the SKRC in good condition within 7 days.

14. Entries are available when opened on the Alpha system, normally 3 weeks prior to the event. Entries close at normal fee on the Saturday prior to the meeting. Entries to Mrs. S. Game, 16 Graham Rd, Bicester Oxon OX26 2HP & must be completed online. The entry fee* is £75 Members, £90 non-members. Entries will be selected by date of receipt, but entries may be refused if the class desired is full (see 7a). Entries after 7 days prior may be accepted at an additional cost of £15 subject to availability. An entry fee will be returned on receipt of a written request up to 7 days prior, less a £10 administrative charge at the discretion of the club. Entries & any final instructions will be notified by email. All entries must be made online complete with payment & a declaration made of reading the driver briefing with final instructions & digital signing on. Both sides of the licence card must be uploaded to the Alpha system.

14a. Should a meeting be cancelled after signing on and scrutineering completes, but before practice has started, the entry fee for this meeting will be carried forward to the next meeting. However should a driver wish to have a refund then an administration fee of £10 will be deducted from this refund.

14b. Should a driver cancel his/her entry more than 7 days before the race day an administration fee of £10 will be deducted, otherwise if any later no refund will be made.

15. The stewards of the meeting will be Steve Weatherhead, Adrian Game, Keith Bisp, Boyd Barrington, Tony Bury. The Clerks of Course will be from Paul Sirett, Andrew Hornsey, Alan Bryant, Ian Higgins, John Watson, Jamie Roe and Ben Edward and / or as shown in the (digital) programme or bulletin.

The Competition Secretary will be Sonja Game & the Eligibility Scrutineer will be Paul Klaassen.

Provisional results will be displayed on the notice board in race control as soon as possible after the completion of a race. Rule C5.2.1 – C5.2.3 inclusive apply. Post Race Scrutineering will take place after heats and finals and all results are deemed provisional until all karts are released by the Scrutineers and/or after completion of any Judicial or Technical procedures, including the testing of fuel, which may take several days. After 30 days the results will become final provided there are no appeals or tribunals outstanding that may affect those results. Any changes to the original provisional results will be published.

16. Protests and appeals must be made in accordance with the Motorsport UK Year Book Section C and with the appropriate fee. Any entrant who protests the eligibility of an engine will be required to deposit the cost of the engine strip and inspection which will be forfeit if the engine is deemed eligible.

17. The scrutineers will be making fuel, fluid and tyre tests as per Motorsport UK Yearbook. A minimum of three litres to be available is recommended (U.16.18) but a minimum of 1.3 litres is mandatory to allow for comparison testing and/or analysis of additives (including oil).

17a. Any DRIVER suspected of having illegal fuel or tyres after these tests will be obliged to pay a fee of normally £300 deposit or as agreed with the Chief Scrutineer for a Motorsport UK approved fuel/tyre test and the race results will be declared provisional.



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17b. Following an approved Motorsport UK test where the fuel/tyre is found to be illegal the DRIVER will be excluded from the results and his/her conduct reported to Motorsport UK for consideration by a disciplinary Tribunal. Tyre tests may be carried out by a portable volatile organic compound (VOC) detector used to detect the application of illegal chemical substances applied to tyres, in contravention of MOTORSPORT UK regulation U16.9.6 and as per Motorsport UK Karting Yearbook App 4 section G.

17c. The parc ferme area is designated as the internal scrutineering area containing the weighbridge, and the outside fenced area surrounding the scrutineering building adjacent to the dummy grid, or additionally as designated by bulletin. On completion of a timed qualifying or race, all competitors and their karts will be directed to and must remain in parc ferme until given specific permission to leave. Drivers must remain seated for front fairing checks until given permission to leave by the front fairing official, who is a judge of fact. During this period no other person other than the drivers and officials are permitted in parc ferme. Competitors chosen for weighing and eligibility checks must remain with their karts in parc ferme until given specific permission or instruction to leave by the Eligibility or Chief Scrutineer. The driver may be given permission to leave, whilst leaving the kart in parc ferme, but this must not be assumed, permission must be granted.

18. All competitors and their team members are forbidden from entering the following areas - Shenington Village (except when using the facilities within the village), lap scoring, the farm equipment area, the noise test area (other than the driver & mechanic), parc ferme (other than the driver and one mechanic when specified in the Regulations of the Meeting), the track itself and its surrounds (unless given permission by the Clerk of Course) and the non-spectator areas of the banks at any time. Generators must be switched off between the hours of 2300 and 0700. The use or riding of bikes, scooters, gopeds etc by anyone in the pits is strictly forbidden during all periods during track activity, as is the driving of motor vehicles for which the driver is not authorised under RTA legislation. Cars must be parked in the car park field and not in the pits area. Access to the race circuit without permission is prohibited, access for dogs, bikes etc is prohibited at all times. The use of stakes driven into the hard standing in the paddock is forbidden (minimum penalty £50 per stake). Stepladders or temporary structures for viewing adjacent to the track perimeter are forbidden. Tyres must not be left at the circuit under any circumstances (minimum penalty £10 per tyre). The penalty for all of the above is up to and including disqualification from the meeting and maybe confiscation of e.g. scooters. Electric scooters are not permitted at any time and should not be brought to the venue, penalty for transgression is £100. Driver briefing: Traveling to or from the circuit through either Alkerton or Shenington villages is forbidden (unless staying overnight in the village), (so do not rely on sat-navs for the last part of your route) and the fine for transgression is £100. Dogs are permitted but must be kept inside a vehicle or on a lead at all times and are not permitted on the track at any time. Commercial teams must have public liability insurance and a Motorsport UK Entrant licence, see 1.4.3 of championship regulations.

19. Starting an engine other than in the designated area next the dummy grid with the permission of the Chief Scrutineer entails a fine of £50 for first offence and thereafter a penalty up to disqualification from the meeting (U12.7). *Dates and Permit number will change by race - see notice board in reception and programme.

20. COVID-19 ADDITIONAL REGULATIONS (which may be updated in Driver Briefing): the requirements below are centred around the importance of keeping our events and community safe from transmission of the disease and allowing all persons involved to feel ultimately safe and comfortable.

20.1 Results and bulletins will be posted on the website, the Alpha app, or by other digital means and on the signing on room window. Forms will be available in paper form or digitally for protests and appeals.

20.2 We do request that you monitor your own health and wellbeing, stay aware of potential COVID-19 symptoms, and do not attend the event if you suspect any illness. If you develop COVID-19 symptoms at any time, please leave the premises, with as little contact with other individuals as possible. Anyone with confirmed COVID-19 symptoms must not attend any events, or if on site, leave and self-isolate immediately. If already at the event, leave and self-isolate.

20.3 Clinically vulnerable persons should refer to government guidance

20.4 Individuals may choose to wear a mask and officials in certain circumstances may request that you do so, and these situations/requests must be respected e.g. in the Clerk's office, and in these situations/requests must be respected.

20.5 It is highly recommended that fluid resistant type IIR masks are used in preference to face coverings.

20.6 If one way systems are in operation e.g. entry and exit to the toilets, they must be observed.

20.7 If a driver breaks down during a session they should if possible give a thumbs up to an approaching marshal, otherwise it will be assumed medical attention is required. If possible the driver should place their kart in a safe position then proceed to a safe area, keeping their helmet on, until return to parc ferme.

20.8 Competitors must bring a first aid kit for minor injuries, the use of the medics will be prioritised for on track. SKRC (the organiser) assumes that all personnel at the circuit for an event will behave in a sensible and safe manner in accordance with the current government guidelines and the Motorsport UK guidelines,

20.9 All officials for the meeting will be shown on the digital programme

Entrant details will be held on a Database and will be subject to the provisions of the Data Protection Act 2018 with the club's Privacy Policy available on www.sheningtonkrc.co.uk


APPENDIX 1
Summary of Penalties – Clubman Kart Races

You should refer to the Motorsport UK Year Book or Karting UK Year Book as appropriate for the exact wording of the rule detailed below. There is no route for appealing a Stewards Decision. The breaches and penalties below does not restrict the Stewards from imposing further penalties, in accordance with the general regulations, if they deem the incident justifies it.

INFRINGEMENT / DESCRIPTION		PENALTY
(C)2.3.2.	Gaining an Unfair Advantage	5 seconds or 1 lap penalty
(C)1.1.5.	Driving in a manner incompatible with general safety (Possible 30-day licence suspension and referral to Motorsport UK)	1 lap penalty, Race or Meeting disqualification
(C)1.1.6.	Contravention of flag signal <u>before or after Race</u> - ¼ Black/Yellow / Yellow	5 second penalty
(C)1.1.6.	Contravention of flag signal <u>during Race</u> - ¼ Black/Yellow / Yellow	10 second penalty
(C)1.1.6.	Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
(C)1.1.6.	Contravention of flag signal - Black Flag (ignored more than once)	Race or Meeting Disqualification
(C)1.1.9.	Abusive Language, Behaviour or Assault - (licence penalty points imposed) – Possible 30-day licence suspension and referral to Motorsport UK	Race or Meeting Disqualification (4 or 6 points)
(H)32.1.3	Failure to attend Drivers' Briefing	Fine of £50
(H)32.1.4	Failure to obey an Official of the Meeting	Race or Meeting Disqualification (4 or 6 points)
(C)3.1.1.	Scrutineer Non-Compliance Report, vehicle or component ineligible	Race or Meeting Disqualification
(U)17.29	Underweight	Race Disqualification
(U)8.1.	Failure to report to Scrutineering	Race or Meeting Disqualification
(C)2.3.4/(U)17.5.5	Incorrectly positioned front fairing - race	5 Seconds penalty
	Incorrectly positioned front fairing - TQ	Deletion of fastest time
(U)17.5.5	Attempting to tamper with or reattach the front fairing during race / timed qualifying	Race/TQ Disqualification
	Intentionally reattaching the front fairing after chequered flag	Meeting Disqualification & Consideration of Referral to Motorsport UK

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Stewards issuing further penalties against other breaches of regulations as defined in (C)2.1.



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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.