

SHENINGTON KART RACING CLUB LTD

Race Meeting Supplementary Regulations



1. The SHENINGTON KART RACING CLUB (SKRC) will organise Clubman permit kart race meetings at the Shenington Circuit, as per these regulations and the regulations of the event, on under the MSA permit number*(see below) (This is a generic copy – always check at the race meeting counter for latest version).
2. Held under the General Regulations of the Royal Automobile Club Motor Sports Association Ltd (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations.
3. The event is open to all members of the SKRC & the following invited ABkC clubs who hold a valid MSA or Motorsports Ireland licence (H.26.1.1 & H26.1.5), or be a professional driver in possession of a valid Licence (featuring an E. U. flag) and medical, issued by the ASN of a member country of the European Union.& ABkC club membership card. Invited clubs: Buckmore Park, Camberley, Cheshire, Clay Pigeon, Cumbria, Dunkeswell, Forest Edge, Hunts, Lincs, Llandow, Rissington, South Yorks, Trent Valley, W. of Scotland, Whilton Mill provided the club is in membership of the ABkC.
4. All Clubman events listed in the accompanying championship regulations are part of the Shenington Kart Club championship, (Permit No TBA) and the events on 18 Dec 2016/19 Feb/19 March are part of the Winter 100 Winter Series championship (Permit No TBA). Exceptions are shown in Championship Regulation 1.6.
5. The programme times are as follows: Signing on and scrutineering 7.45am to 9-00am, Practice 9-30am, First race 10.30am, (all these times are approximate) Racing will be completed by 6 pm. Should a driver fail to sign on by 9.00am an official reserve may be included in his/her place.
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) except when notified in the Regulations of the Event or meetings may have a timed qualifying session for heat positions and a final. The July, August and September meetings may have a Saturday heat. 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 Kart Race 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), 1018 metres (direct drive) the number of corners are 10, the surface is tarmac and the track licence number is K/2017139. Races will be organised for classes as shown in Championship Regulations Section 5. 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 at discretion of the organisers. The maximum entry is 300 drivers, 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, gearbox classes a standing start except that Formula 210 may be offered a rolling start. The maximum grid will never exceed 34, except for Formula 250E at a maximum of 20. STARTS will be as MSA specific karting regulations U7.5-U7.8.4 inclusive. 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. 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.
 - 7c. RACE STOPS will be as MSA specific karting regulations U7.9-U7.10.3 inclusive. The Black/Yellow flag may be deployed. 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 MSA 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. Q.14.4.1 applies. A driver who consistently places their kart on a line that is not that recognised as the racing line, in an effort to prevent 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.
8. SKRC Championship Regulations 2.2 (Race 'n' Respect) and 3.1 will apply to all competitors.
9. All drivers will take part in one practice session of three laps, at the discretion of the Chief Clerk
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. U12.7 applies - failure to follow these instructions may result in a penalty up to and including exclusion from the meeting.
12. Judges of fact will be - the chief lap scorer (judging laps completed & judging jump starts), the Chief Scrutineer/Eligibility Scrutineer (on technical matters), a Clerk of the Course judging start line speed and jumped starts, one or more noise officials (judging kart sound levels) and officials judging displaced front fairings and track limits.

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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, X30 Jun, Rotax MiniMax & Junior 100dBA, all Formula TKM classes, X30 Senior and Rotax Max 103dBA, OKJ 101dB, OK 104dB, 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 that loses a noise intake box 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 excluded 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 (Q15.1).

12b. All karts must conform to the MSA and ABkC regulations set out in the 2017 MSA Kart Race Yearbook and where indicated the 2017 MSA Yearbook and as shown in Sect 5 of Championship Regulations. All gearbox karts must have a CIK noise box or of a type approved for that kart by the ABkC or class regulations. Karts must always comply with the MSA Kart Race Yearbook ABkC noise technical regulations Appendix 3, regardless of the type of silencer. Additionally the following classes may be offered under MSA Regulation U1.2 in certain circumstances for special events and not counting towards the club championship: - Bambino, Super Cadet, 450cc 4-stroke gearbox, Formula Rotax DD2, Junior Gearbox, Formula Libre. (KTE regulations for these may be found on the www.msauk.org website). Kart Clubman Tyro may be offered for World Formula, Honda Senior or Honda Junior and/or Formula TKM fitted with the special class restrictor with MSA approval and Junior Tyro F95 (KTE2017-TBA) issued to Protrain Racing. All these classes subject to MSA approval of KTE's. The use of the CIK homologated detachable front fairing mounting kit (CIK drawing 2c) is mandatory in accordance with U17.1.6.1 for all Cadet classes unless modified by official bulletin.

12c. All karts must be fitted with a TAG-Heuer transponder provided by the entrant. This must be fitted in accordance with MSA Kart Race 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. Prior to the first race 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 scrutineering document for which they have sole responsibility to complete correctly as per MSA U16.5.1-U16.5.2 and Kart Race Yearbook Appendix 4B including seal numbers if used and hand to the Scrutineer at pre-race scrutineering. (The Chief Scrutineer hereby has limited discretion to correct obvious typographical errors on the card at Clubman/Nat B events)

12f. Only one set of dry tyres and one set of new wet tyres, Cadets only one set of wet tyres new or used, will be allowed for racing (not including official practice) except where a tyre is damaged beyond use as determined by the Chief Scrutineer one extra front and one extra rear may be allowed. 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. Bar code numbers may be used for enforcement and must be entered on the scrutineering document.

12g. Additional incident officials may be allowed on the circuit for junior races 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. Preference will be given to those who have 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. Only 4 battery starters will be allowed on the circuit during the Junior races, to go where the Clerk of the Course/Chief Marshal directs.

12h. At the direction of the Chief Scrutineer, standard parts (e.g. ignition) 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, unless the entrant's part/tyres have been impounded for testing.

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. The Club Child Safeguarding Officer (CCSO) is Mr. Tom Whitehouse.

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

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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.

12n. Only the driver and one mechanic is permitted on the dummy grid, unless with specific permission of an official of the meeting.

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. 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 open on publication of the SKRC calendar. Entries close on the Saturday prior to the meeting. Entries should be sent to Mrs. S. Game, 16 Graham Rd, Bicester Oxon OX26 2HP. The entry fee* is £50 Members, £60 non-members, TKM Clubman £70 which includes Saturday pm practice, £90 non-members (Dec 2016, February, March meetings advance payment is £135 members not applicable to TKM Clubman), SuperPrix £100 members (including TKM Clubman), £120 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 £10 subject to availability. An entry fee will be returned on receipt of a written request up to 7 days prior. (*plus any credit card surcharge of 2%). Entries and any final instructions will be notified by email. All on line entries and fees have a surcharge of 3%.

14a. Should a meeting be cancelled after signing on 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. Pre-paid discounted Dec 2016/Feb/Mar (Winter 100 Series) entry fee is non-refundable and non-transferable.

14b. Should a driver cancel his/her entry less than 7 days before the race an administration fee of £10 will be deducted.

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 Andrew Sedden, Peter Cox, Kevin Edwards, Steve Arthur, Alan Bryant, Ian Moore, Ian Higgins, Harry Heath, Phil Cox, John Watson as shown in the 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 MSA 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 and tyre tests as per Blue Book D.34 and U.20.

17a. Any DRIVER suspected of having illegal fuel or tyres after these tests will be obliged to pay a minimum fee of £500 deposit for an MSA approved fuel/tyre test and the race results will be declared provisional.

17b. Following an approved MSA test where the fuel/tyre is found to be illegal the DRIVER will be excluded from the results and his/her conduct reported to the MSA 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 MSA regulation U16.9.6-U16.9.7 as per Kart Race Yearbook App 4 section G.

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 two mechanics 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 riding of bikes, scooters, gopeds etc by competitors or any team members in the pits is strictly forbidden and on the patio at any time, as is the driving of motor vehicles for which the driver is not authorised under RTA legislation. Access to the 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. 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 exclusion from the meeting. 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.

*Dates and Permit number will change by race - see notice board in reception and programme.

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Driver details will be held on a Database and will be subject to the provisions of the Data Protection Act 1998.