

**WMKC SUPPLEMENTARY REGULATIONS
June Meeting 2022 (Round 6)
Whilton Mill Kart Circuit, Northamptonshire, UK**

1. Whilton Mill Kart Club will organize Interclub permit kart race meetings at the Whilton Mill circuit, to run the WMKC club championship on 22nd & 23rd January, 26th & 27th February, 26th & 27th March, 23rd & 24th April, 28th & 29th May, 25th & 26th June, 23rd & 24th July, 27th & 28th August, 24th & 25th September, 22nd & 23rd October, 26th & 27th November.
- 1.1 The meeting will be held under the general regulations of Motorsport UK (incorporating the provisions of the international sporting code of the FIA), the ABkC, the supplementary regulations and selected Motorsport UK classes.
- 1.2 Karts entered for racing must comply with Motorsport UK and ABkC kart race yearbook 2022 rules, and these supplementary regulations.
- 1.3 Motorsport UK Track Licence number: Available on Notice Board in Race Control
- 1.4 Track 1 to be used, measuring 1200 meters in length for all 2 and 4 stroke classes. The track surface is asphalt.
- 1.5 The following are nominated as officials of the meeting

Motorsport UK Steward	Ken Webb
Event Steward	Joel Taylor
Event Steward	Neil Page
Clerk of Course	Paul Sirett
Deputy Clerk of Course	Paul Heath
Chief Scrutineer	Keith Ramsbottom
Eligibility Scrutineer	Dave Bird
Environmental Scrutineer	Trevor Bowler
Chief Timekeeper	Amy Catchpole
Secretary of the meeting	Lauryn Harrington-Carter
Event Organiser	Dan Rust
Starter	Ryan Manchester
Grid Marshal	Melissa Sear
- 1.6 The following are nominated as Judges of fact (names available from Race Control on the day)

Vehicle Eligibility	Chief Scrutineer and members of Technical Commission
Noise readings	Environmental Scrutineer
Number of laps completed	Timekeeper
First across the finish line	Timekeeper
Race Starts	Timekeeper/Starter
Track Limits	Clerks and observers
Arrival on dummy grid on time	Dummy grid marshals

The Club reserves the right to change officials where necessary.

1. ELIGIBILITY.

2.1 The events will be open to all registered drivers and members of WMKC, and who hold a valid Motorsport UK competition licence Interclub (Novice) minimum. Invited Clubs: Cheshire, Clay Pigeon, Bayford Meadows Cumbria, Forest Edge, Hunts, Fulbeck, Manchester and Buxton, Mansell, Rissington, Shenington, South Yorks, Trent valley, Ulster, West of Scotland.

2.2 The event is open to non-Motorsport UK licence holders, including Motorsport Ireland, provided they comply with the relevant section of the 2022 Yearbook (currently sections H25 & H26)

2.3 For competitors under the age of 18, the competitors' parent or guardian must hold a PG entrant licence in accordance with the current Motorsport UK yearbook, (currently section (U) 14.1.5). At the event, the competitor must be accompanied by the holder of a kart PG Entrant licence who must sign on as the Entrant of that competitor.

2.4 When the holder of the PG licence is unable to attend, they may appoint, in writing, a representative to act as their agent for all purposes under these regulations and be in possession of the PG holders' licence - however, the holder of the Kart PG Entrant licence will remain liable under the regulations as if they had accompanied the Competitor. Any representative appointed should not be a Team principle (ref. WMKC Championship regulations clause 1.3.3).

2.5 The Entrant who signs on will be responsible for the conduct of mechanics, helpers and all Team personnel associated with the competitor.

2.6 All necessary documentation must be presented for checking or completed electronically

when signing on.

2.7 The event is open to the classes as set out in the Championship regulations.

2. ENTRIES.

- 3.1 Entries will close 8 days prior to the start of the meeting at 17:00pm. The entry fee for each round is £110.00 for members and £130.00 for non-members. All entries must be booked online through the following link: <https://wmkc.alphatiming.co.uk/register/series>. Debit/credit cards are accepted. Entries will only be closed before the closing date, at the organiser's discretion, if the class or meeting is full.
- 3.2 Entries will be selected by date of receipt but may be refused if the desired grid is full.
- 3.3 Should a competitor cancel his/her entry in writing after entries close, the entry fee will be forfeited, depending on the circumstances. The entry may be transferred to the next meeting if the competition secretary is notified before entries close.
- 3.5 Minimum size of grid is 17 drivers, any number of entries below this may be cancelled and refunded.
- 3.6 The maximum grid size is 34. Grid positions will be published and final at 5pm on the Friday before the meeting (also ref. clause 5.2).
- 3.7 Should a meeting be cancelled after signing on but before practice has started, an administration charge of £25 will be taken from the entry fee and the organisers will attempt to arrange an alternative date for the meeting to be held.
- 3.8 A minimum of 12 drivers who qualify for championship points are required to attend the first 4 rounds of that season to form a championship table. Any class with less than the required number at this point will not be considered to form part of the overall WMKC championship. The club reserves the right to cancel these classes if they fail to meet clause 3.5. It is the competitor's responsibility to check their own Championship points and bring any query regarding the points to the attention of the Competition Secretary within 7 days of the latest publication of Championship points.

4. TECHNICAL REGULATIONS

- 4.1 Technical regulations for all classes will be as defined in the 2022 Motorsport UK Kart Yearbook and in compliance with the 2022 Motorsport UK General Regulations (any reference to CIK regulations refers to the CIK 2022 Annuaire).
- 4.2 Competitors will be identified by number plates in accordance with the 2022 Motorsport UK Yearbook. Numbers corresponding to a competitor's race number entry for that event are mandatory in all practice or qualifying sessions and races.
- 4.3 Numbers must be displayed on all 4 sides of the kart whilst on circuit in all practice or qualifying sessions and races. Numbers must always be clearly readable/legible from a reasonable distance as determined by an official. Not completing this request may be deemed as a technical infringement resulting in a technical flag being shown to the driver and/ or failing to obey an official of the meeting (current regulation H32.1.4) and incurring the associated penalties. Any kart without any numbers will not be allowed on track.
- 4.4 All digital scrutineering must be completed by practice 3 on Saturday. A competitor may also be asked to have their kart physically scrutineered by a WMKC official at any point throughout the weekend.
- 4.5 WMKC Scrutineers will be present throughout the whole weekend under parc ferme for any queries a competitor may have.
- 4.6 Drive by sound level tests will be carried out at the point designated on the track diagram by overhead microphone at a height of 3.6 metres plus or minus 0.1 metres.
- 4.7 All karts must be fitted with a TAG transponder provided by the entrant prior to scrutineering. This must be fitted in accordance with Motorsport UK Kart race yearbook 2022. It is the responsibility of the competitor to ensure their transponder is working correctly.
- 4.7.1 Transponders may be hired from WMKC at a cost of £20 per meeting. The driver will be held responsible for any loss or damage and replacement costs will have to be paid for by the driver. Drivers will be asked to leave their racing licence with WMKC until they return hired transponders at the end of racing at each event.
- 4.7.2 Transponders must be fitted by the start of practice on the Saturday. In practice should timing deem a transponder not to be working or potentially not fitted to the kart, that kart may be shown the technical flag, must return to the parc ferme at the next opportunity and if a transponder is fitted may re-join the track.
- 4.8 The scales and check weights for competitors use are deemed correct on the day.
- 4.9 Two engines and one chassis may be scrutineered for use during the meeting. Prior to the first race commencing a competitor may substitute an engine and or chassis after obtaining the permission from the Chief scrutineer. Should a chassis become damaged beyond repair

- at the discretion of the Chief scrutineer a second chassis may be permitted.
- 4.10 Only one set of slick tyres will be allowed once racing commences. Competitors racing in more than one class must use a different set of slick tyres per class. During practice & warm-ups tyres other than those registered for the racing at the event may be used, but must always be compliant with the regulations for that class.
- 4.10.1 (a) The status of the meeting regarding tyres (dry, wet, open) will be communicated at Drivers briefing and on the notice board in Race Control. When possible the status will also be shown on the white board at the front of the dummy grid.
It is the competitor's responsibility to know the status of the meeting at any moment and arriving on the dummy grid with tyres not compliant with the status of the meeting will not be allowed to take part in that practice, qualifying or race as applicable.
- 4.10.1 Tyre tests may be conducted at any time during the meeting. All classes will be expected to declare the barcodes of their race tyres on the scrutineering card or information submitted electronically.
- 4.10.2 Tyres cannot be left at the circuit. Failure to do this may result in a ban from the circuit. Competitors are responsible for their tyres.
- 4.10.3 WMKC reserves the right to create and organize a tyre parc ferme for any class at any time at any club meeting and may parc ferme tyres as they see fit.
- 4.10.4 If, in the Club's opinion, tyres are being treated with a chemical substance (currently section (U) 16.9.6 and 16.9.7 of the Motorsport UK yearbook) the penalty will be exclusion from that race or the meeting and club membership may be revoked.
- 4.10.5 At the direction of the Chief Scrutineer, Fuel, standard parts (e.g. ignition) or tyres (similar or better tread depth) 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. Any parts, tyres or fuel that is deemed necessary to be sent away for further tests it will be at the expense of the competitor.
- 4.10.6 The use of the CIK homologated detachable front fairing mounting kit is mandatory in accordance with current regulation U17.1.6 for all classes unless modified by official bulletin.
- 4.10.7 All protests must be logged in accordance with the current Motorsport UK regulations.
- 4.11 All drivers must wear clothing and helmets according to the Motorsport UK Yearbook regulations at that time. Other clothing that is deemed inappropriate or dangerous in any way by the officials may lead to that competitor being black flagged.

5. SPORTING REGULATIONS.

- 5.1 The event will consist of 3 heats and a final across two days with one heat on the first day and 2 heats and final on the second day unless split grid groups require this to change for some classes.
- 5.2 Grid positions will be calculated by receipt of entry or timed qualifying. Grid positions will be published and final at 5pm on the Friday before the meeting (also ref. clause 3.6).
- 5.2.1 Provisional results are published as soon as possible after each heat/final in race control.
- 5.3 The program of events is as per the timetable of the day and/or on the WMKC website prior to the meeting whichever is most recent. If there are any changes to the timetable, WMKC will announce over the tannoy system. The timetables published by WMKC are a guide and it is the competitor's responsibility to know the latest timetable.
- 5.3.1 Race Control will communicate to competitors via the tannoy, notice board in Race Control, white board at the front of the dummy grid and may do so by calling the phone number given by the competitor on the entry system or forming a WhatsApp style group. It is the competitor's responsibility to be aware of all communications regarding the event at all times.
- 5.4. Drive through/ in-race penalties may be applied (eg, ref. regulation U21.2.3 and 5.14 below, supported by a Judge of fact) and/or competitors will be directed to meet with the Stewards/ Clerk of the Course as appropriate.
During practice, a driver may be shown the black flag shortly before the end of a practice session if the Clerk of the Course has seen/had reported a breach of regulation that does not require alternative/immediate action.
In the event of a race stoppage/ red flag during a practice session the organisers will endeavour to give anytime lost on-track back to that Class later in the day, however this may not be deemed possible at the sole discretion of the Club and Clerk of the Course.
- 5.5. On both rolling and standing starts, any competitor deemed to have contravened the start regulations in the Motorsport UK Yearbook 2022 (currently Q12.4/5 and U.7) will attract the associated penalties. Some aspects of the start regulations are monitored by a nominated judge of fact and any statement form that judge of fact may be treated accordingly.

Contravention of these regulations may also be deemed as failing to obey an official of the meeting (current regulation H32.1.4) and incurring the associated penalties (including but not limited to U.7.8.2 and including disqualification from the race or meeting). Any competitor identified to be out of their grid position by Post 8 - and thereby gaining an advantage - on a rolling lap or approach to a standing start may be penalised. (ref. regulation C.2.3.2.)

- 5.5.1 Excessive weaving by competitors from leaving the dummy grid to the start signal as determined by the Clerk of the Course may be deemed as driving in a manner incompatible with safety (current regulations C1.1.5) and incur the associated penalties.
- 5.5.2 For standing starts: The Clerk of the Course will decide on whether a parent/guardian/mechanic can stand on the track grid to help guide their driver into the correct grid position. This will be at the Clerk's discretion. Any parent/guardian/mechanic allowed on the track grid must wear an orange hi-viz vest or jacket supplied by themselves.
- 5.6 Penalties are as per Motorsport UK general Regulations.
- 5.6.1 Competitors deemed to have missed part of the circuit may be penalized either 1 lap or an equivalent place penalty at the discretion of the Clerk of course.
- 5.7. Points will be according to WMKC Championship regulations.
- 5.8 Only 1 driver and 1 mechanic are allowed on the dummy grid. Any driver found to have more than 1 mechanic/helper on the grid will be asked to leave the dummy grid and may forfeit their race. Team leaders/coaches may be present on the grid but must in no way give assistance. Any team manager/coaches found to be giving assistance will be asked to leave and the driver may be removed from the grid.
- 5.8.1 The grid will close 2 minutes plus a lap before the end of the current race on-track as shown on the clock over start/finish. Karts must have all 4 wheels down on the grid and in their grid positions at this time. If no kart is out on track, (e.g. following lunch), then the grid will close 3 mins prior to the start of the race. Tyre/wheel changing is only allowed in the assembly area unless otherwise instructed by the dummy grid marshal. When the grid is closed as above irrespective of whether the physical gate is closed, any driver not in position – as determined by the dummy grid marshals - will be placed at the back of the grid. If any grid positions are not filled when the dummy grid closes, drivers must leave a gap at the start where that missing kart would have been. In exceptional circumstances (eg, when a significant number of karts are missing), and time allows (as determined by the Dummy grid marshal or Clerk of the Course) the Dummy grid marshal may arrange a re-gridding of karts to fill the gaps of missing karts. Any changes to the kart, except lowering tyre pressures, must be completed before the kart enters the grid area.
- 5.8.2 No smoking (including E Cigarettes), food or drink is permitted on the dummy grid or in the vicinity of fuel.
- 5.8.3 No kart must enter the circuit from dummy grid until the dummy grid marshal positioned at the entrance to the circuit raises the green flag.
- 5.9. Cameras on karts or drivers are not permitted in races, only in practice. Radio/intercom devices are not allowed between drivers and any other person at any time.
- 5.10 No repairs are permitted to be made on karts on circuit or a location deemed to be unsafe by the Clerk of the Course. Karts can come into parc ferme during a race for repairs and re-enter the track at the front of the dummy grid, traveling down the fenced corridor alongside the dummy grid for this purpose, when signaled by the dummy grid marshal.
If a kart cannot be restarted by the driver unaided, a marshal or official will tow the kart to a safe area and the driver will be asked to also move to a safe area. During qualifying and racing, if the kart is restarted on circuit by an official, the driver will be disqualified from the race.
In the event a kart is deemed by an official to be in an unsafe position and the safest option is deemed to be to assist the kart back onto track an official may assist that kart back onto track without disqualification.
General reference U12.5.5 and U12.5.5.7
- 5.11 Warning, technical and black flags will be communicated via a digital display board shown on the gantry above the start/finish line or by the official at start/finish and have equal status..
- 5.11.1 Lights may be used at marshal posts instead of or in combination with flags and both lights and flags will have equal status and meaning regarding the application of the regulations.
- 5.12 It is forbidden to run engines in the pits or paddock. Engines may be run for up to a maximum of 10 seconds in the assembly area before the dummy grid. The chief scrutineer may permit a competitor to start their engine in another designated area, only as indicated by the Chief scrutineer. Repeated contravention may be deemed as failing to obey an official of the meeting (current regulation H32.1.4) and incurring the associated penalties including disqualification from the meeting.
- 5.13 All media personnel wishing to take photos from the circuit will have express permission from

the Championship. They will have had a briefing from the Chief Marshal, signed on and will wear a high visibility vest at all times when on the circuit.

5.14 Track limits: Warnings may not be issued for exceeding track limits and the penalties will be issued as follows: -

1st report: No action.

2nd report: No action, possible warning given.

3rd report: 5 second penalty.

Next report: 10 second penalty (an additional 5 seconds)

Next report: Disqualification from race.

Penalties can be applied automatically following a report from a judge of fact to or by the clerk of the course (ref. U.21.2.3).

5.14.1 Competitors must have complete control of their karts at all times on track. Any competitor behavior, including communicating with others and celebrations may be deemed by officials as driving in a manner incompatible with safety (current regulations C1.1.5) and incur the associated penalties.

5.15 If a competitor misses the warm up on Sunday morning, the driver will be removed from the meeting unless they have permission from the Clerk of the course.

5.16 Deleted (ref. clause 5.5 above)

5.17 In poor light or when the flood-lights are on all competitors must use clear helmet visors.

6. SCORING

6.1 As per Club Championship regulations

7. AWARDS

7.1 Awards will be presented as a trophy for 1st, 2nd and 3rd per class. There may also be an award for 1st Novice, depending on size of class and number of novices.

8 GENERAL

8.1 Pit bays are reserved for the use only of the person who has paid for its use at club meetings only. The bay is non-transferable. If the person who has paid for the bay does not enter the meeting, the club has the right to rent the bay out to another party. Only the vehicles of pit bay holders and official vehicles may enter the pit area. Any vehicles or equipment which in the opinion of the organizers is parked in contravention of the proper use of the pits, paddock and access there to, shall be moved on request and the entrant responsible for the vehicle or equipment shall be ineligible to race until the organizer's directions have been complied with.

8.2 Motorized bikes, push bikes, skateboards, or similar etc. may not be used from 08.30 until 18.30 on practice or race days. Persons who do not hold a full car driving license are not permitted to use a road vehicle anywhere within the circuit confines. The track is out-of-bounds to competitors, their associates and spectators during any breaks between 8.30am-end of racing without the permission of an official.

8.3 Karts must not be lifted over the safety fence surrounding the track. No one may cross the safety fence surrounding the track without permission from an official.

8.4 It is discouraged to bring animals to the circuit other than Guide dogs/Support dogs. Other dogs are not allowed at any time and any adjustment to this is at the sole discretion of Race Control/ Whilton Mill management. Any other animal must be enclosed in a vehicle and controlled by an adult at all times.

8.5 In the event of a red flag or major incident, the WMKC major incident plan will come into operation as available from the reception/Competition Secretary.

8.6 Fire Hazard.

- a. Competitors attending the meeting are asked to bear in mind the following when setting out their pit space: There is enough distance from awning to awning to limit fire spread.
- b. Where pit spaces are laid out with vehicles in tandem a similar arrangement with vehicles and canopies is maintained.
- c. For the purpose of these recommendations the caravan shall be treated as a canopy. The intention of these recommendations is the maintenance of a space of approximately 3 meters between canopies where it is considered there is a risk of a fire hazard.
- d. It is mandatory that competitors carry a fire extinguisher as set out in the Motorsport UK Yearbook and to the minimum of BSEN 3 standard with a size rating of 55B and recommended for traders for their own safety and the safety of others.

8.7 No independent trader may trade without sole permission of the landowner.

- 8.8 The area outside the confines of the track fencing is out of bounds, that includes the farm buildings, the corporate track, and areas beyond the lower gate and mill stream. The Mill and National circuit are out of bounds after testing or racing has finished.
- 8.9 No rubbish is to be left at the circuit or surrounding area. Bins are provided for domestic use only. Trade waste must not be left at the circuit and tyres put in skip provided. Any person failing to comply with this may result in being excluded from practice or race meetings.