

SUPPLEMENTARY REGULATIONS 2016 (Provisional Version 2)

Dragon Kart Club will organise a National B Permit Club Race Events on:

12th June 2016 (includes Little Green Man (Cadet Series & X30 Tour) and

3rd July 2016 (Includes 'NKF Cadets, Juniors and Seniors. And NKF/ABkC S4 Gearbox & MSA Bambino).

1. The meetings will be held under the General Regulations of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations along with any additional regulations published on the day.
3. The event is open to all members of Dragon Kart Club and the following invited ABKC clubs who hold a valid MSA or Motor sports IRL Licence and an ABKC Club membership card. Invited Clubs are:
Buckmore Park KC, Camberley KC, Cheshire KC, Clay Pigeon KC, Cumbria KC, Dunkeswell KC, East of Scotland KC, Lincolnshire KC, Llandow KC, Manchester & Buxton KC, Shenington KC, South Yorkshire KC, Trent Valley KC, Forest Edge KC, Hoddesdon KC & Rissington KC, & West of Scotland KC.
4. **TRACK LICENCE:** [K/2016110](#) **PERMIT NO:** **GRADE:**
5. **The Programme** of the meeting is (all times approximate):
Signing on – 8.15am to 9.00am
Scrutineering and tyre marking – 8.15am to 9.30am
Drivers Briefing – 9.35am
Test Laps – 10am
Qualifying or Heat 1 – Immediately after Test Laps
Racing must be completed by 6pm
Should a driver fail to sign on by 9.00am an official reserve will be included in his/her place.
6. The Event format will be chosen prior to the Race Event.

For three Heats and 1 Final format there will be a 3 test lap prior to Heat 1. Grid Positions for the Heats will be displayed on the Notice Board and will be Timing System generated. Novices will start from the back of the Grid.

Grid positions for the Final on the day will be calculated from the competitors' performance in the heats on the following basis:

1st - 0 points, 2nd - 2 points, 3rd - 3 points, 4th - 4 points, DNS and Exclusion - Max grid + 1 (DKC i.e.35)

To resolve a tie for Final Grid positions the driver with the best result in Heat 1 will take the highest grid position.

For Qualifying format, two Heats and 1 Final there will be a 3 test lap prior to Qualifying. If Qualifying the Grid positions for Heat 1 will be determined from the results of the Qualifying session.

During the Qualifying session competitors wishing to come into the Parc Ferme are not allowed to rejoin the qualifying, unless instructed to do so by the Clerk of the Course, where there is a transponder failure.

Grid Positions for Heat 2 will be determined by the results of Heat 1 (grid positions for all heats will be determined by qualifying results when there is a double grid).

Grid positions for the Final on the day will be calculated from the competitors' performance in the heats on the following basis:

1st - 0 points, 2nd - 2 points, 3rd - 3 points, 4th - 4 points, **DNS and Exclusion - Max grid + 1 (DKC i.e.35)**

To resolve a tie for Final Grid positions the driver with the fastest Qualifying time will take the highest grid position.

Heats and final duration may be reduced in wet weather or unforeseen circumstances and will be announced on the dummy grid accordingly prior to each race.

7. The circuit measures 1100 metres and 7 plus metres wide and is from outer white line to outer white line (which includes run-in and run-off chevron areas). The circuit is driven in a clockwise direction. Races will be organised for classes as shown in Championship Regulations Section 3.2.
- 7a. The entries will be limited to one grid per class at discretion of the organisers (maximum grid is 34, Gearbox 26). The maximum number of entries for the event would be 250 drivers and a minimum of 50.
Classes eligible are as detailed in the 2016 MSA Kart Race Yearbook and any KTE as appropriate.
With an additional class of Senior Max Masters for the over 35 years.
The organisers reserve the right to cancel or amalgamate classes. For classes, which cannot be amalgamated, the acceptance of a minimum number of 6 competitors for a race will be at the discretion of the organisers, who may return entries where there are fewer than 8 entrants for a race.
- 7b. **RACE STARTS** will be a rolling start or standing start, except for Gearbox Classes where a standing start will always be used. The race grid will be in a uniform 2x2 formation and will be started by a green light or Welsh Flag. Any Competitor deemed to have jumped the Start will be penalised the number of places jumped plus an additional 5 places or penalised at the Clerks discretion. Any competitors deemed to have crossed the centre white lines prior to the start line at the start of each race will be penalised 5 places. The Start Line Officials, along with the Chief Timekeeper, will be judges of fact. STARTS will be as MSA specific karting regulations U7.8 and U7.8.1. Penalties may be imposed on the pole position driver for speed considered to be too fast or too slow and also penalties may be imposed on the No2 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. The dummy grid is closed when the last lap board is shown to the previous race, any driver not in their position, must start the race at the rear of the last row of the grid. Excessive weaving to warm up tyres is prohibited.
- 7c. **RACE STOPS** will be as MSA specific karting regulations U7.9, U7.9.1, 7.9.2 and U7.9.3. 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 a position just prior to the pits entry, unless the circuit is blocked and karts stopped. Provisional results will be posted at Race Control as soon as possible after each race. Any driver who is deemed to be taking advantage of a red flag incident will not be allowed in the re-start.
- 7d. Any driver missing out part of the circuit, whether deliberately or not, will be penalised by one lap.
8. All drivers will take part in one practice session of three laps, at the discretion of the Clerk of the Course.
9. Four number plates are required, one at front, rear and either side and must be clear and legible.
10. The circuit area is not a publicly accessible area. Access is only for authorised participants and officials for motor sports events. In addition participating drivers and their team members may walk the course before events commence. All other access is prohibited.
Any vehicle not transporting a kart may be asked to park outside the paddock area.
Any driver or member of his team not obeying the written or verbal parking instructions given by a paddock organiser or marshal will cause the Competitor to be excluded from the meeting and his/her race entry forfeited.
11. Judges of fact will be – the Chief lap scorer (judging laps completed), the Chief Scrutineer/Eligibility Scrutineer (on technical matters), a Clerk of the Course judging start line speed, and one or more noise officials (judging kart sound levels).
- 11a. Drive by sound level tests will be carried out at the point above the start finish line at a height of 3.6 Metres above the circuit. 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 competitors must conform to the noise regulations as laid down in the current MSA Kart Race Yearbook 2016 . 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.
- 11b. All karts must conform to the MSA and ABKC regulations set out in the MSA Kart Race Yearbook 2016. All 100cc karts must use an approved commercially unmodified additional silencer end cap on the exit of the standard exhaust system. Karts must always comply with the MSA Kart Yearbook 2016 ABKC noise technical regulations Appendix 3, regardless of the type silencer.

- 11c All karts must be fitted with a TranX160 transponder provided by the entrant or hired from the Club at the cost of £10 (Free hire for Novices). This must be fitted in accordance with MSA Kart Race Yearbook 2016 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. If hired the transponder must be returned immediately at the end of the meeting. Failure to return hired transponders will result in a £10 per week charge. If the transponder is damaged or lost a charge will be implemented for its replacement.
- 11d The maximum number of engines, which may be used per entry, is two and one chassis. 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. Changing the crankcase constitutes a change of [engine K58](#).
- 11e **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](#) and [U16.5.2](#), and Kart Race Yearbook Appendix 4B including seal numbers if used, and in Formula TKM the chassis plate number, 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/NatB events).
- 11f Only one set of slick dry weather tyres will be permitted per entry 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 Chief Scrutineer inspects a faulty tyre before the kart leaves the circuit exit, Parc Ferme. All slick tyres must be stamped/marked before the official qualifying.
- 11g Additional incident officials/Pushers may be allowed on the circuit for Cadet/Junior races at the discretion of the Clerk of the course, provided they have signed on, have attended a briefing session, and are wearing a DKC supplied coloured tabard.
- 11h By countersigning as parents/guardians/guarantors of minors they agree that they have no objections of still or moving pictures to be taken of the driver/volunteer official undertaking the sporting activities.
- 11i Only one Warning Flag is allowed per driver during qualifying, heat or final. On receiving a black flag, a driver must return to the Parc Ferme.
- 12 Prizes will be awarded as goods or trophies for one in three race entries in each class, up to a maximum of six. National B (Novice) licence holders who have acquired the signatures required for National B & A licence would not be awarded Novice Trophies. Prizes for Novice drivers will be awarded as goods or trophies, providing that there are at least two entries, otherwise one in three novice entries per class. Drivers will only receive a race trophy if present at the race presentation. In order to receive the Dragon Masters Trophy the competitor must be a Dragon Kart Club Member and there must be at least three entries in the Class.
- 13 **Entries open on publication of the DKC calendar. Entries to be received for:**
DKC Race Event 12th June 2016 (includes Little Green Man (Cadet Series & X30 Tour) by **6th June 2016** and **DKC Race Event 3rd July 2016** (Includes 'NKF Cadets, Juniors and Seniors. And NKF/ABkC S4 Gearbox & MSA Bambino) by **27th June 2016**. **Entries should be sent to Tracey Davies, Glan y Gors Park, Cerrigydrudion, Conwy LL21 0RU. The entry fee is £60 a reduced rate if received by the due date given, after this date before the closing date MSA regulation D20, the Entry will be £70.**
 Entries will be selected by date of receipt, but entries may be refused if the class desired is full or under subscribed.
 An entry fee will be returned on receipt of a written request before the closing date. Should a driver cancel his/her entry after the closing date no refund will be given. The charge for any cheque returned unpaid by the bank will be subject to a £20 bank charge/administration fee.
 All entries must be on an official entry form and accompanied with the appropriate fee, an additional £10 will be charged if this is not adhered to. The Club has the right to refuse any entry not accompanied by the correct fee or not on a correct entry form.
- 14 The Secretary of the Meeting will be Tracey Davies, **Chief Clerk of the Course Bruce Perry and the Eligibility Scrutineer will be Dave Bird.** Provisional results will be displayed on the notice board in race control as soon as possible after the completion of a race. Rule C5 applies. 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 completion of any judicial or Technical procedures, including the testing of fuel, which may take several days. Race results will be final 30 minutes after completion of the last race as per Blue Book unless subject to a technical investigation. Any changes to the original provisional results will be published.
- 15 Protests and appeals must be made in accordance with MSA Year Book 2016 Section C and with the appropriate fees Appendix 1.13.1.-13.2. 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.
- 16 The Scrutineers will be making fuel and tyre tests.
- 16a Following an approved MSA test where the fuel/tyre is found illegal the DRIVER will be excluded from the results and his/her conduct reported to the MSA for consideration by a disciplinary Tribunal.
 Fuel should be as stated in MSA regulation U16.17 and U16.17.1. Any driver suspected of having ineligible fuel after these tests will be obliged to pay a minimum fee of £500 deposit for an MSA approved fuel test and the race results will be declared provisional. Following such approved MSA test where the fuel is found to be ineligible, the driver will be excluded from the results and his/her conduct may reported to the MSA for consideration by a disciplinary tribunal. MSA regulation D34.1 and Kart Race Yearbook 2016, App.4, section B, reg. B1.1. applies.
 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 as per Kart Race Yearbook 2016 Appendix 4 Section G.
- 17 All competitors and their team members are forbidden from entering the following areas:
 The Farm House and its surroundings, Lap scoring, parc ferme (other than the driver and two mechanics when specified in the Regulations of the meeting), the track itself and its surroundings (unless given permission by the Clerk of the Course) and any area signed Private Property.
 Abusive language, behaviour or assault by any persons on the premises is unacceptable and is in breach of MSA Regulation.
 There is to be no repair work carried out to karts on the circuit while racing is in progress.
 Generators must be switched off between the hours of 2300 and 0730.
 The riding of bikes, scooters, etc by competitors or any team members in the pits is strictly forbidden, as is the driving of motor vehicles for which the driver is not authorised under RTA legislation.
 No unauthorised trading is permitted at the circuit without permission from the Directors of the Club i.e. karts, spares, clothing, food or drinks.
 No unauthorised advertisement is permitted at the circuit without permission from the Directors of the Club.
 Engines must not be run in the Pits or on stands at any time nor must any engine be started before 10am or after 6pm.
 Non-motorised wheeled vehicles including bicycles, roller blades, roller skates, model cars, or similar or ball games are not allowed at anytime around the Facility site, or on the circuit site between 8am or 6pm.
Smoking restricted to designated area only on the circuit.
Strictly do not use circuit water for the washing of any vehicles and cleaning equipment.
Strictly no dogs allowed on the circuit, dummy grid and facility area. Otherwise dogs must be kept on a lead at all times and kept within the confines of the owners pit space while practice or racing is taking place. Any dog fouling must be cleaned up by the dog owner, otherwise a fine of £50 will result.
Circuit users of the paddock and car park areas are required to take with them all their refuse, including fuel, lubricants and their containers, and tyres from the premises and dispose of it in the correct manner.
 Anybody found leaving any refuse on the premises or not disposing of it in a correct manner, will result in a fine of £50.00.
 Any person found to be in breach of any of the above regulations might be subject to the MSA judicial procedures and/or the disciplinary procedures of the Club.

DRAGON KART CLUB has adopted the Race 'n' Respect Code of Conduct, as supported by the MSA.

Please Note: – All Circuit users and visitors are present at their own risk and are responsible for their own insurance cover. Glan y Gors Park & Dragon Kart Club take no responsibility for fire, theft or any damage.

