



Whilton Mill Kart Club Championship Regulations 2024 (V6)

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1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The Whilton Mill Kart Club Championship is organised and administered by [Whilton Mill Ltd] and is trading as Whilton Mill Kart Club in accordance with the National Competition Rules (incorporating the provisions of the International Sporting Code of the FIA) and the Motorsport UK Karting Yearbook and these Championship Regulations (“the Championship”).

Motorsport UK Championship Permit No. CH2024/K053(C)

Status: Interclub

Motorsport UK Championship Grade: C

Type: Karting – Short Circuit

1.2 Officials:

1.2.1 Co-ordinator: Dan Rust

1.2.2 Secretary: Paul Sirett

1.2.3 Eligibility Scrutineer: Keith Ramsbottom

1.2.4 Championship Stewards: [G. Heath, S. Farndon, M. Byrne]

1.3 Competitor Eligibility:

1.3.1 Entrants must be in possession of a valid Motorsport UK Entrants Licences. 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.

1.3.2 Drivers and Entrant/Drivers must register for the Championship and be in possession of valid Competition Interclub status Licence, as a minimum.

OR be in possession of the highest grade of national Kart licence or valid CIK-FIA International Licence, together with their ASN’s written consent ((H)25.2.1 and FIA ISC Article 2.3.7.b applies); and

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

- 1.3.3 A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and receiving financial gain where the principal is not also the PG Entrant licence holder. This includes the use of team names, team sticker kits and team race suits/clothing:
A Team shall at all times uphold and respect the provisions of the Respect Code, the General Regulations and these Championship Regulations as may be amended from time to time and shall;
- (a) hold a valid Motorsport UK Entrant licence;
 - (b) have at least £5 million Public Liability Insurance;

- (c) uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance;
- (d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any of its officers and officials into disrespect;
- (e) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid suitability check certificate supplied through Motorsport UK;
- (f) adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
- (g) nominate one member of their Team as the Team Representative at each meeting including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

1.3.3.1 It is recommended the Team has:

- (a) a designated team member as a 1st 4Sport, Level 2 qualified coach;
- (b) a designated UKAD Certified Advisor, and
- (c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available)

1.3.4. All necessary documentation must be available for checking at all rounds.

1.3.5. It is mandatory for all Drivers and Team Managers and PG's to attend all Drivers Briefings. The Drivers Briefings may be communicated digitally; and the Alpha system records the length of time taken to read the documents.

1.4 Registration:

1.4.1 There is no Championship registration fee.

1.4.2 Whilton Mill Kart Club membership fee is £99.00. This will give members discounted entry rates and additional benefits.

1.4.3 Members entered for the race meetings are automatically registered for the Championship. Only members will score championship points.

1.4.4 Competitors may enter the Championship at any point during the season but must participate in at least 2 rounds of the Championship and be a member, to be eligible to receive the Championship title and Championship awards. Championship points cannot be counted prior to becoming a member.

Appeals against the points must be made within the regulations specified in the Motorsport UK Yearbook current ref. C6.5.

1.5 Championship Rounds:

1.5.1 The 2024 WMKC Championship dates are as follows:

March 23/24, Round 1

April 27/28, Round 2

May 25/26, Round 3

June 22/23, Round 4

July 27/28, Round 5

August 24/25, Round 6

September 21/22, Round 7

October 26/27, Round 8

All classes will run 8 rounds requiring that each class has a minimum of 12 drivers.

2 rounds may be dropped of the 8 rounds, and disqualifications cannot be counted as a dropped score.ref 1.5.3 and 1.6.2.8.4

1.5.2 All Championship rounds will be held at Whilton Mill Kart Circuit, Whilton Locks, Daventry, Northants NN11 2NH

1.5.3 Any 2 rounds can be dropped from the final championship total count, excluding disqualifications ref 1.5.1 above. Only Whilton Mill Kart Club members are eligible for club Championship points.

- 1.5.4 The Championship will be organised by Whilton Mill Ltd, trading as Whilton Mill Kart Club. All enquiries should be directed to the Club Competition Secretary: Paul Sirett, WMKC, Whilton Locks, Daventry, Northants NN11 2NH or email compsec@whiltonmill.co.uk

1.6 Scoring:

- 1.6.1 The event will consist of Timed Qualifying, 2 heats and a final across two days with practice and Timed Qualifying typically on the first day and 2 heats and final on the second day unless split grid groups and day-light hours require this to change for some classes.
- 1.6.1.1 Timed Qualifying grid positions may be based on random grids generated by timekeeping or Championship positions at the discretion of the organiser. Finishing positions in Timed Qualifying will determine grid positions for the heats, then the combined points from the heats will determine grid positions for the Final.
- 1.6.2.1 Nose-cone penalties will lead to deletion of fastest lap in Timed Qualifying.
- 1.6.2.2 If conditions are deemed by the organisers and Clerk of the Course to have changed significantly between Timed Qualifying sessions of the same class, then the fastest lap time from each group will qualify on pole and 2nd on the grid for the Heat, the 2nd fastest time will qualify 3rd and 4th, and so on. If time available demands, an alternative process may be adopted as determined by the Clerk of the Course and Chief Timekeeper.
- 1.6.2.2.1 If there is more than one session the fastest time achieved in the fastest session (determined as the session in which the fastest time overall is set) will be given 1st place, 2nd place goes to the fastest in the other session, 3rd place to the 2nd fastest in the fastest session and so on to determine the combined results order.
- 1.6.2.2.2 It is the responsibility of the competitor to ensure that their transponder is of the correct type for Whilton Mill Kart Club and fitted correctly behind the seat and not near lead weight and working. Any transponders not fitted or not working MAY result in the competitor not being resulted and no finishing position or lap time given. This applies to both hired and owned transponders. Whilton Mill no longer makes transponders available for general hire.
- 1.6.2.3 Championship points will be awarded for heats, not Timed Qualifying, and A and B Finals as follows:-
- 1.6.2.4 Heats, for meetings with Timed Qualifying and 2 heats, 1st – 36 pts, 2nd – 34 pts, 3rd – 32 pts, reducing by one point per place.
For meetings with Timed Qualifying and 1 heats, points will be 1.5 x that issued for 2 heat meetings above, ie 1st – 54pts, 2nd – 51 pts, 3rd – 48 pts, etc
- 1.6.2.5 A Final: 1st - 60 pts, 2nd - 57 pts, 3rd - 55 pts, 4th - 54 pts etc.
- 1.6.2.6 A driver who fails to finish in the A Final will be given Championship points according to the number of laps completed.
- 1.6.2.7 Any driver who does not start a heat, will be given Championship points as if they were classified in last place.
- 1.6.2.8 B Final: 5th - 21pts, 6th - 20 pts, 7th - 19 pts etc reducing by one point per place.
- 1.6.2.8.1 The first 4 finishers in the B Final will score Championship points according to their finishing position in the A Final.
- 1.6.2.8.2 A driver who fails to finish in the B Final will be given a position according to the number of laps completed and Championship points will be awarded accordingly.
- 1.6.2.8.3 A driver who fails to take up his position on the dummy grid for the Final will not be given any Championship points for that race.
- 1.6.2.8.4 Any driver who is excluded or disqualified from any heat or Final will score 0 Championship points. 0 points for any disqualifications cannot be dropped from the final championship standings.
- 1.6.3 In the event of a meeting cancellation, the organisers will attempt to arrange an alternative date for the meeting to be held. If this does not prove possible then 0 championship points will be awarded for that round.
- 1.6.4 In the event of meeting abandonment due to force majeure, such as track flooding, snow, insufficient first aid cover etc, then the following will apply:
- 1.6.6.1 If all heats required (as per the programme of the meeting) to calculate grid positions have been completed then Championship points may be awarded according to those grid positions. This may mean that drivers occupying the first 4 grid positions in the B Final will score Championship points as if they had finished in the last 4 places of the A Final.

1.6.5 Unless all heats are completed, Championship points will not be awarded from the meeting. However, it may be possible to award points on a class-by-class basis if certain classes have completed their heats whilst others have not.

1.6.6 The winner of each class in the Championship will be the competitor with the highest overall points. In the event of a tie, then the driver with the most A Final 1st places, 2nd places and so on, will decide the result.

1.6.7 Championship Points Appeals will be in accordance with C6.5 of the current Motorsport UK Yearbook ie within 7 days after publication of Championship tables at the race meeting.

1.7 Awards:

1.7.1 Trophies will be awarded to 1st 2nd and 3rd place at every round in each class, for A Finals only. More trophies can be presented at the Club's discretion for bigger classes. There may also be an award for the highest placed Novice in the final for every class provided there are 2 or more.

1.7.2 The trophies for the Club Championship will be for the first 5 in each class, subject to there being 12 or more competitors regularly competing in the class and class entry criteria in the SR's being met; otherwise, awards will be made at the discretion of the organisers.

1.7.3 Additional awards may be made at the discretion of the organisers. Failure to attend the end of year awards ceremony may forfeit any awards or trophies due to the competitor.

1.7.4 Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Those receiving trophies are obliged to attend the class podium trophy presentation if one is being held.

1.7.5 In accordance with the current government legislation, the Club is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the Club is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB.

1.7.6 In the event of any provisional results or Championship tables being revised after any presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the Whilton Mill Kart club in good condition within 7 days from date of notification.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 **Rounds:** In accordance with Section C of the current Motorsport UK Yearbook, and Whilton Mill Kart Club SR's/ Motorsport UK mandatory penalties.

2.2 **Championship:** In accordance with Section C of the current Motorsport UK Yearbook and Whilton Mill Kart Club SR's/ Motorsport UK mandatory penalties].

2.3 By registering for the Championship all competitors, and their associates, commit to the Motorsport UK Race with Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations.

2.3.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship expulsion and referral to Motorsport UK.

2.3.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Club Safeguarding Officer and/or Motorsport UK. The Motorsport UK Safeguarding policy, guidance documents including reporting mechanisms are available on the Motorsport UK website.

3. TECHNICAL REGULATIONS

3.1 The Championship is open to the following classes, as defined in the Motorsport UK Karting Yearbook:

Subject also to Class and Round entry numbers herein and with reference to the SR's.

Honda Cadet GX200
ROTAX Micro (Cadet)
ROTAX Mini (Inter)
ROTAX Junior Max
ROTAX Senior Max
IAME Waterswift Restricted (Cadet)
IAME Waterswift (Inter)
IAME X30 Junior
IAME X30 Senior

Other Motorsport UK Classes may be invited at the discretion of the organisers.

3.2 For all classes with bar coded tyres barcode details must be submitted on competitors' scrutineering card/online as necessary. In the event of not being able to read a barcode you must report to a scrutineer so the tyre or tyres can be marked.

3.2.1 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.

3.3 Fuel and Tyre testing may be subject to fees as determined by the Motorsport UK Yearbook D34.6.1 & 2, and D36.7 respectively.

3.3.1 Following an approved Motorsport UK test where the fuel/tyre is found to be illegal the competitor will be disqualified from the results and his/her conduct reported to the 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 regulations U20 and U16.9.6-U16.9.7 as per Karting Yearbook App 4 section G

3.4 NO tyres can be left at the circuit other than in the tyre skip if available. The penalty for leaving waste/tyres will be exclusion from the meeting, and possibly the following meeting and up to a fine of £500 to offset the cost of disposal, at the discretion of the organisers.

4. Race with Respect



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](https://motorsportuk.org/racewithrespect) #RaceWithRespect

The Values • Respect • Fair play • Integrity • Good Manners • Self-Control

By participating in a Motorsport UK event, 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.