SUPPLEMENTARY REGULATIONS 2026 – Nov 21st/22nd

ORGANISED BY: Whilton Mill Kart Club, Whilton Mill, Whilton Locks, Daventry, Northants NN11 2NH

1. GOVERNANCE

1.1 Whilton Mill Kart Club (WMKC) will organize an Interclub Permit Kart Race Meeting on Nov 21/22 2026.

1.2 This meeting will be held at the Whilton Mill Kart Circuit, Daventry, Northants, NN11 2NH.

1.3 The meeting will be held under the General Regulations Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.

1.4 The following are nominated as Officials of the Meeting (subject to availability):

Motorsport UK Steward – Craig Czornyj
Clerk of the Course – Paul Sirett
Chief Scrutineer – Chris Derrick
Eligibility Scrutineer–
Ernie Salmon
Chief Timekeeper–Rachael Furn
Bullard
Event Secretary – Dan Rust

1.5 The nominated Judges of Fact will be on a Bulletin on the Alpha RaceHub & Main Reception Notice Board.

1.5.1 The Club reserve the right to change Officials when necessary.

1.6 This meeting will use the CIK-FIA Judicial system for all Judicial purposes.

1.6.1 These SR's may be amended from-time-to-time and issued to entered competitors ahead of the event. If there are no matters raised on the amended SR's by the competitors entered they shall be deemed to have been accepted by all entered competitors and members.

1.6.2 Definitions: Throughout this document 'a Race' or 'Racing' means competitive sessions on-track such as Timed Qualifying, Heats and Finals. 'Testing', 'Test', 'Practice', 'Practicing' and 'Warm-up' means non- competitive sessions not included in those defined as 'Racing' above.

1.6.3 All references to regulations refer to the latest edition of those regulations so may not be dated herein.

2 ELIGIBILITY

2.1 Drivers and Entrant/Drivers must be in possession of a valid Interclub Kart licence (minimum) or valid Licence and Medical issued by Motorsport Ireland 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 as required.

2.2 The event is open to other ASN Licence Holders, including motorsport Ireland.

2.3 For competitors under the age of 18 years, the competitors' parent or guardian must hold a Kart **PG Licence** in accordance with the current NCR Ch 18 App 7 Art 5 (18.7.5). At the event the competitor must be
accompanied by the holder of the Kart PG licence (also refer 2.4 below).

2.4 When the holder of the kart PG Licence is **unable to be present**, they may appoint in writing representative to act as their agent for all purposes under these regulations. (Kart Parental Consent form is available on the Motorsport website). If the PG License holder **is in attendance** at the meeting, they may only transfer their license to another adult if there is **a need to** (ref. NCR Chpt 6 App 3 Art 2.13(d)). In this case, the original PG Licence holder will need confirmation of acceptance of this need from the Motorsport UK appointed Steward of the meeting prior to making the transfer. In the case of a driver who is run by a Team, the PG licence must be assigned to the Team Entrant/Principal (this is the competitor's responsibility).
In all cases, the holder of the Kart PG licence will remain fully liable and responsible for the conduct of mechanics, helpers, Team personnel and any other person associated with that competitor.

Teams:
By signing on for the Event automatic parental/guardian consent is passed over to the Team Manager/Principal that the competitor is competing/entered under at that Event, the Team Manager/Principal shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian. Team Managers/principals may nominate team representatives to act on their behalf.

The physical PG licence must be in the possession of the nominated PG or Team Principal at the event. All necessary documentation must be available when signing on.

2.5 The event is open to the classes as listed in the 2026 Club Championship regulations, (any reference to the CIK Regulations refers to the 2026 CIK Annuaire) Other Classes may be included at the discretion of the Club.

3 ENTRIES

3.1 Entries close on the Tuesday at 12noon prior to the meeting. Entries will only be closed before the closing date if the class/meeting is full and at the organiser's discretion.

3.2 Entry fee is £195.00 for non-Members and £160 for Members for the 2 days. Entries are online only.

3.3 Entries must be on the official online entry system and accompanied with the appropriate fee. WMKC reserve the right to refuse any entry not accompanied by the correct fee or not on the correct online entry form or if any information is missing or incorrect.

3.4 For any entry queries please contact the Competition Secretary on compsec@whiltonmill.co.uk

3.5 Late entries received after the entry closing date above may be accepted, after any reserves have been offered available spaces, at an additional £25 charge, up to 12:00 the Thurs prior to the event.

3.6 The **minimum entry for each class** is 12 at the organiser's discretion. The organisers reserve the right to either cancel the meeting/race/class or amalgamate races/classes of similar lap times as necessary and
according to Motorsport UK regulations.

Entry fees will only be refunded or credited if an entry is cancelled in writing, on or before the closing date of the meeting in question. A cancelled entry cannot be transferred to another meeting.

3.7 In the event of a meeting **cancellation or abandonment**. The organisers will attempt to arrange an alternative date for the meeting to be held. If no alternative date is possible, then any
refunds will not be guaranteed and are at the discretion of the organisers and subject to the circumstances on the day.

4 TECHNICAL REGULATIONS

4.1 Technical Regulations for all classes will be as defined in the current Motorsport UK Karting Yearbook and in compliance with the current Motorsport UK National Competition Rules (any reference to CIK Regulations
refers to the current CIK Annuaire)

4.2 **Engines may only be started in the designated area** of the paddock. This area is the Assembly area at the back of the Dummy grid for 5 seconds maximum and only once per visit to the Assembly area. Competitors running engines outside of the designated area will be fined £50 to Motorsport UK.

4.3 Competitors will be identified by **number plates** in accordance with the current NCR's and Karting
Yearbook. Numbers must be displayed on all four sides for all track time within the scope of the above permit and according to the competitor's entry details. These must all be clearly legible at all times.

4.4 The **scales and check weights** in the scrutineering area are deemed to be correct on the day.
Any driver selected for weighing must stay with their kart until the Scrutineers are satisfied the kart has met the class minimum weight and advised the driver they may leave the weighing area.

Karts selected for weighing & technical examination must not leave the technical area until told to do so by the Chief Scrutineer.
Contraventions of this clause will be referred to the Stewards and will be considered under Ch.2 App.1 Art.1.16 unfair practice or Ch.6 App.1 Art. 2.4 Failure to obey an official.

4.5 All **digital scrutineering** to be completed by **the time set in the Final Instructions** on first day of the event (subject to change by Event). Failure to complete digital scrutineering by the time set (subject to change as previously) may lead to a fine to Motorsport UK (£50). All karts and all competitors 'PPE' will be physically scrutineered and may not go on track for practice or racing until completed. Also refer to the Final Instructions.

Tyres

4.6 Only one set of Slick tyres per competitor for any class or classes may be used at the meeting. This set of tyres must have been registered on digital scrutineering as in these regulations and may be barcode recorded by the Scrutineering team and will be monitored by the Scrutineering team throughout the meeting. During testing, 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.

4.6.1WMKC reserves the right to create and organise a Parc Ferme for any class or classes or individual competitor at any time at any club meeting and Parc Ferme tyres or other equipment.

Further, WMKC reserves the right to establish a controlled component for a single class, group of classes or all classes at an event; meaning that all competitors using that component in the relevant class(es) must use a component exactly the same as the controlled component as it is described by WMKC.

Contravention of this clause will be referred to the Stewards and will be considered under NCR Ch.2 App.1 Art.1.16 unfair practice and race or event disqualification.

4.6.2A competitors' tyres may be examined by scrutineers at any time for nonconformity. If, in the club's opinion – shown by shore hardness testing or by any other type of analysis approved by the club – there is significant difference in appearance, condition or performance of the tyres compared to other competitors,
then that competitor may be requested to change their tyres for a set, provided by that competitor, that is in conformity with their fellow competitors.

4.6.3Treating tyres with a chemical substance is prohibited; section NCR Ch 18 App 8 Art 6 (18.8.6) refers. The penalty for chemical treatment, if proven, will be Disqualification from the meeting.

4.6.4Pre-heated tyres and/or wheels are not permitted on the Dummy Grid or Pre Grid Collecting area. Contraventions of this clause will be referred to the Stewards and will be considered under NCR Ch.2 App.1 Art.1.16 unfair practice.

4.7 **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. Contraventions of this clause will be referred to the Stewards and will be considered under NCR Ch.2 App.1 Art.1.16 unfair practice.

4.8 Uni-loggers/other performance monitoring equipment may be used at the discretion of the organisers. Contravention of this clause will be deemed a non-compliance ref NCR Ch.2 App.8

4.9 Metal sprocket protectors are not permitted for use at Whilton Mill Kart Club. Contravention of this clause will be deemed a non-compliance ref NCR Ch.2 App.8

4.10 If tape is used on radiators, it must be wrapped around the radiator and stuck to itself and cannot be removed on track. Contravention of this clause will be deemed a non-compliance ref NCR Ch.2 App.8

4.11 If the circuit lighting is used at anytime in the event, clear visors on helmets are recommended to be used.

5 SPORTING REGULATIONS

5.1 The maximum grid size for each race will be 34

5.2 The **timetable of the meeting** will be on the Alpha RaceHub App, Alpha online Notice Board for the event and WMKC website prior to the meeting. The timetable is subject to change on the day and it is the
competitor's sole responsibility to know the latest timetable during the event. Amendments will be communicated on the Alpha RaceHub App, Alpha Notice Board and Notice Boards in Main Reception.

5.3 Each competitor will have the opportunity to take part in a test or practice session on Saturday. Sunday Warm-up sessions maybe be removed at the discretion of the Clerk of the Course. All competitors must arrive at the event in time to take part in a permitted timetabled practice session. Failure to arrive on time may lead to not being allowed to take part in the event.

5.4 Races will be of timed duration plus 1 lap unless otherwise notified by the Club due to unforeseen circumstance. All Race durations will be advised on the timetable and are subject to change.

Starts

5.5 A CIK 'tramline' system will be used at race starts NCR Ch 18 App 5 Art 1.28 (18.5.1.28 & 18.5.1.29).

5.6 For a false start (rolling), penalties will be applied in accordance NCR Ch 18 App 5 Art 1.28 (18.5.1.28 & 18.5.1.29).

5.7 For rolling starts - Post 8 & 9 will display yellow flags or lights and no overtaking is permitted.

5.8 The fail to start line is the start/finish line.

5.9 Honda classes may have a standing start if not mixed with other classes in the same race, at the discretion of the Clerk of the Course. If mixed with other classes Honda will have a rolling start.

Penalties

5.10 Penalties are as Motorsport UK National Competition Rules except as modified herein.

5.11 Competitors deemed to have missed part of the circuit will be reported to the Stewards (ref. NCR Ch.18 App.7).

5.12 **During testing and practice**, a driver may be shown the black flag if the Clerk of the Course has seen/had reported a breach of regulation that does not require alternative/immediate action.

5.13 In the interests of safety the Clerk of the Course may at their discretion allow Cadet Classes to receive **outside assistance** during a race if the competitor has left the track and can re-start with that assistance. In this case the outside assistance will not lead to a disqualification for that competitor.

Cameras

5.14 Official circuit cameras may only be used as admissible evidence in judicial procedures at the discretion of the Chief Clerk or Motorsport UK Steward. Competitors' on-Kart cameras may be used on karts in practice only. The camera operators will be deemed Judges of Fact.

Helmet and body mounted cameras are not allowed and will be reported to the Stewards; fines may be imposed of £50 to Motorsport UK.

5.15 All other National Competition Rules of the Motorsport UK apply as written.

Transponders

5.16 Recording of lap times will be done by transponder and electronic lap recordings will be used.

5.16.1 Transponders must be fitted at all times. 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 only if a transponder is fitted may re-join the track.

5.16.2 Competitors must provide their own transponders. It is the responsibility of the

competitor to make sure the transponder is working correctly, the battery is fully charged and the transponder is fitted to their kart as
directed by scrutineering if any doubt. WMKC use MYLAPS Transponders only.

5.16.3 WMKC do not hire transponders. Should a WMKC transponder ever be hired to a competitor the fee will be determined on the day and it is the competitor's responsibility to return it at the end of the event. No
competitor would be allowed to hire a WMKC transponder more than three times in one year. The loss or failure to return of transponders will be charged at full retail price of a non-subscription like-for-like replacement and the competitor would not be allowed to hire a transponder again from WMKC.

Dummy Grid

5.17 Grid access: A maximum of 2 people will be allowed on the dummy grid per Kart (one driver plus one helper/mechanic. The helper/mechanic must be aged 16 years or over and may have to wear a wrist band supplied by the Club to access the assembly area & dummy grid).

5.17.1 No smoking, food or drink is allowed on dummy grid or in the Assembly area. Any person contravening this clause may jeopardise their driver being allowed to continue racing. In extreme weather conditions drivers may drink at the discretion of the dummy grid marshals or Clerk of the Course.

5.17.2The **Dummy Grid will close for each race** (ie, Heat or Final of any kind, but **excluding Timed Qualifying**) when the countdown clock over start/finish reaches 2 minutes left of the previous session on-track.
If no session is on-track prior to a new 'race' session starting (eg, after a lunch break or the first Class out for Sunday Warm-up if a warm-up is operating), all Karts must be on the ground on Dummy grid 2 minutes before the session start time as stated by Race Control on the day via Alpha RaceHub App and/or Alpha Event Notice Board for the Event and/or Tannoy.
(This does not apply to Timed Qualifying, test, practice sessions.)
Karts must then be on the ground, and in the designated grid slots.
If any kart(s) then leaves the Dummy grid other than to start their on-track session, they may not re-join that session.

If a Clerk allows all Competitors the option of a change of tyres whilst on the Dummy grid then that change of tyres may be allowed to take place on the dummy grid in grid slots. (If there is a mix of slick and wet tyres on karts on the dummy grid that will be considered before the Clerk will allow any change of tyres.)

5.16.3 Adjustments other than tyre pressure (which cannot be increased) are prohibited once on the dummy Grid. The use of **tools or equipment (including driver related such as fans) on the dummy Grid** is forbidden, however, should a kart's engine fail to start, and with the permission of an Official, permission can be granted for the use of tools on the spark plug and/or start motor only. **Umbrellas and drinks may be allowed at the discretion of the Dummy Grid marshals or Clerk of the Course.** Anyone found using tools or equipment on the dummy Grid without permission or making adjustments will be reported to the Stewards of the Meeting. (see Judge of facts SR's 1.5, and penalties can be a fine of £50 to race disqualification, subject to the nature of the adjustments (eg, be they for safety or performance) at the discretion of the Stewards).

5.16.4 **Entry to track** – once a kart moves from it's original grid position it must enter the track and not stop again on the dummy grid. Karts must leave the grid and enter the track within 30 seconds after the green flag/light is first shown by the Dummy Grid marshal.

After this 30 seconds access to the track will close until the main pack of karts already on-track have passed the dummy grid exit or a suitable gap on-track is identified by the marshal at the front of the dummy grid. Only then may a kart be allowed to enter the track on the instruction of the dummy grid marshals.

In the interests of safety and so as not to impede other competitors already on-track after a session has started, all competitors must keep left of the broken white-line and off the racing-line to turn one, when leaving the Dummy grid.

The Dummy grid marshals and starter will be Judges of Fact regarding this clause 5.16.3 & 4

(NCR references: Ch.2 App.1 Art.1.13 Race or Event disqualification & Ch.6 App.1 Art.2.4 Session disqualification (4 points) or Event disqualification (6 points).)

5.16.5 **If a driver is unable to start** when the green flag/light is given to release the grid for the race, and the mechanic has to intervene (ie spark plug change) he/she will be authorised to do so only on the orders of the Clerk or Grid Marshal.

Any driver starting from the “Dummy-Grid” will be considered to be on the lead lap, assuming he/she is able to leave the “Dummy-Grid” before the leader crosses the Start/Finish line for the completion of the first racing lap. Should the driver fail to leave the “Dummy-Grid” to join the track within this time frame, he/she will only be allowed to attempt a restart within the completion of the second racing lap by the last – positioned Driver, after which no restart attempt will be allowed. Should the driver be able to join the track, he/she will be scored as being a lap down on the leader.

General

5.18 The **status of the meeting regarding tyres** (dry, wet, open) will be communicated at Drivers briefing and Bulletin on the Alpha Racehub and Notice Board in Main Reception. It is the competitor’s responsibility to know the tyre status of the meeting

5.19 **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.

5.20 Warning, Technical and Black Flags will be communicated to drivers via a digital display board or physical flag & manual board with race-numbers shown on the gantry over the start finish line.

5.21 Competitors may be advised before leaving parc ferme after their race that they are required to **report to the Stewards**, alternatively by Alpha RaceHub App message or phone call. Competitors must report to the
Stewards within 10 minutes of being advised to do so, howsoever they are advised.

5.21 Once on-track during racing or Timed Qualifying, Karts must not choose to slow-down significantly relative to other karts circulating (other than at normal breaking-points), or stop, unless instructed to do so by the officials/marshals, for mechanical reasons or involvement in an incident outside of their control.
The practice of **‘rolling-over’** (where karts slow to find a different track-position amongst other karts) must be completed according to this clause, safely and not risk or cause a collision directly or indirectly.
Safety will be assessed against i)relative speed of all karts on-track, ii)position of the kart ‘rolling-over’ on that section of track (ie, off the racing line), ii)location of the kart ‘rolling-over’ on whole circuit and iv)any consequential actions – or risk of actions - necessary by other karts circulating of the kart ‘rolling-over’.
(NCR reference Ch.2 App.1 Art.1.13 Race or Event disqualification).

6 SCORING

6.1 There will be Timed qualifying, heats and a final for each class.

Timed Qualifying

6.2 Grid positions for Timed Qualifying may be used and will be in random order for non-Championship Events.

6.3 In the case of any ties with drivers setting identical lap times in timed qualification, the driver setting the quickest 2nd fastest lap will take the higher grid position, if second fastest lap times are identical then 3rd fastest lap is considered and so forth. The timed qualifying results will decide the grid positions for the heats, each driver's quickest lap to count.

6.4 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.

6.5 Any competitor who missed Timed Qualifying or fails to complete one lap of Timed Qualifying will be placed at the back of the grid for the Heats or who fail to set a time during TQ will be placed behind all drivers who have set a time. Drivers who are DSQ from TQ will be placed behind drivers with no time set.

Grid order of such competitors will be random selection by Timekeeping.

6.6 Where classes exceed 34 entries:

The drivers will be split by computer ballot or even/odds into two separate timed qualifying sessions.

Following both qualifying sessions, the drivers will be ranked into groups (eg, A, B & C) with groups racing each another in the heats. At the conclusion of the heats each drivers' points score will be ranked to determine the top 30 drivers who will automatically progress to the A Final. The remaining drivers will be placed in the B Final where the top 4 in the race will progress to the last 4 places on the A Final grid. In the event that drivers are on equal points, the timed qualifying result will determine the higher position. Similarly, if necessary for a C Final. If it is known by Timekeeping that a competitor in an A-Final will not take that place in that Final, then at their sole discretion, a competitor from the B-Final may be put up into the A-Final from the B-Final in grid order, to take a place at the back of the A-Final (ie, the pole for the B-Final will be put up to the back of the A-Final, then the second place competitor in the B-Final and so on.

6.7 Timed qualifying will decide the grid positions for the two heats. Points scored in the 2 heats (or single heat if the timetable has to change due to unforeseen circumstances) will determine grid positions for the final(s), with the highest score on pole. In the event of a tie the higher grid position will be decided from the classification of timed qualifying.

6.8 If a competitor leaves the circuit during Timed Qualifying, they will not be permitted to re-enter the circuit.

6.9 In the event of a race stoppage/ red flag during Timed Qualifying then the Clerk will determine the restart procedure as appropriate as Bulletined.

6.10 In both practice sessions and Timed Qualifying sessions, if the 'SLOW BOARD' procedure is deployed the Clerk of the Course and Timekeepers will nominate a kart as 'leader', confirm that to the leader on the digi-board at start/ finish and all other procedures regarding the 'SLOW BOARD' will then be followed.

Points

6.12 Points are awarded as outlined in the Event regulations so not repeated here.

6.13 A driver who is disqualified from a heat or final cannot drop that heat, final and must count it in their total for the Event.

7 RESULTS

7.1 Provisional results will be published as soon as possible after each race on Alpha Results.

7.2 Protests must be logged in accordance with NCR Ch 2 App 9 (2.9) taking into account the CIK-FIA Judicial procedure.

7.3 Appeals must be logged in accordance with NCR Ch 2 App 5 Art 2 (2.5.2 & 2.5.2.1).

8 AWARDS

8.1 Awards will be presented per class for A Finals to the top 3 drivers at the organisers' discretion. There may also be an award for the 1st **Novice** in each class, if two or more Novices entered. To qualify for the Novice Awards a Novice must use the correct colour numbers and plates, and have submitted a valid Novice signature card with Main Reception prior to the Awards giving.

Awards may be given out based on provisional results; if a Competitor is given an Award that subsequently is not applicable they must return the Award in original condition by next-day, signed delivery to Whilton Mill Kart Club.

8.3 It is the competitor's responsibility to check their points and bring any query regarding points to the attention of the Competition Secretary within 30 minutes of publication.

9 **GENERAL** The **Alpha RaceHub App** is **mandatory** for all drivers as this system will be used at WMKC race meetings as the main source of communication. Please ensure that you have access to this free app.

The Alpha RaceHub App, Alpha Notice Board (for the event), phone, email and the circuit tannoy may all be used together or separately during an event to communicate with competitors and it is the competitor's sole responsibility to check all these frequently throughout the event.