

**TRENT VALLEY KART CLUB
SUPPLEMENTARY REGULATIONS 2025
ORGANISED BY TRENT VALLEY KART CLUB
PF INTERNATIONAL KART CIRCUIT, BRANDON, LINCS, NG32 2AY**

1	GOVERNANCE
1.1	Trent Valley Kart Club will organise Interclub Permit Kart Race Meetings on 04-05 January, 01-02 February & 01-02 March 2025 These meetings will be a stand-alone Trent Valley Kart Club, club meetings.
1.2	The meeting will be held at the Paul Fletcher International Kart Circuit, Brandon, Lincs NG32 3AY Track Licence Number K/2025_149_ (TBC). The circuit length is 1382 metres which will be used unless force majeure dictates that the 1070m circuit must be used. This will be communicated to all drivers at drivers briefing.
1.3	The meeting will be held under the Motorsport UK National Competition Rules (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: Motorsport UK Steward – TBA Clerk of the Course – Mr Nigel Edwards Club Stewards - Mr Joel Taylor & Mr Ryan Manchester Chief Scrutineer – Mr Gary Meachin Eligibility Scrutineer – Mr Ben Moore Chief Timekeeper – Mrs Yasmin Manchester Event Secretary - Mrs Danielle Short
1.5	The Following are nominated as Judges of Fact: Vehicle Eligibility – Chief Scrutineer and Eligibility Scrutineer Noise Readings – Environmental Scrutineer Number of Laps Completed – Timekeepers First across the finish line – Timekeepers Race Starts – Starter and assistant starter
1.5.1	A full list of Officials will be published in the Final Instruction. 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.
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 NCR Ch.6 App.3 Art. 1.5 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 and FIA ISC Article 2.3.7.b applies). & Show TVKC club membership card.
2.1.2	The event is open to other ASN Licence Holders, including motorsport Ireland. The event will be on the NCAFP
2.1.3	For competitors under the age of 18 years, the competitors' parent or guardian must hold a Kart PG entrants Licence in accordance with the current NCR Ch.18 App.7 Art.5.7 At the event the competitor must be accompanied by the holder of the Kart PG Entrants licence who must sign on as the entrant of that competitor.
2.1.4	When the holder of the kart PG Entrant's Licence is unable to be present, they may appoint in writing an entrant's representative to act as their agent for all purposes under these regulations. (Kart Parental Consent form is available on the Motorsport website). However, the holder of the Kart PG Entrant's licence will remain fully liable and responsible for the conduct of mechanics, helpers, Team personnel and any other person associated with that competitor. In the case of a driver who is run by a Team, the PG licence must be assigned to the Team Principal (this is the competitors responsibility). By registering/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. The physical PG licence must be in the possession of the nominated Team Principal at the event. Team Managers/principals may nominate team representatives to act on their behalf at the events.
2.1.6	All necessary documentation must be Presented when signing on.
2.2	The event is open to the following classes, as defined in the 2025 Motorsport UK Kart Yearbook and in compliance with the 2025 Motorsport UK National Competition Rules, (any reference to the CIK Regulations refers to the 2025 CIK Annuaire) IAME Water Swift Restricted Rotax Micro Max IAME Water Swift Rotax Mini Max 950 Junior & Senior X30 Junior & Senior Rotax

3	ENTRIES
3.1	Entries close on the Tuesday at 1pm prior to the meeting.
3.2	Entry fee is £170.00 for the 2 days, members only. Entries are online only Debit/Credit cards are accepted.
3.3	Entries must be on the official online entry system and accompanied with the appropriate fee. TVKC reserve the right to refuse any entry not accompanied by the correct fee or not on the correct online entry form. interactive online entry is available on the TVKC Website through TrakEntries.
3.4	For any entry queries please contact the Event Secretary, Mrs Danielle Short, Club Mobile Number 07545131099 Email compsec@tvkc.co.uk
3.5	The maximum entry for the meeting is 365
3.6	The minimum entry for the meeting is 50 and the minimum for each class is 15 at the organiser's discretion. The organisers reserve the right to either cancel the meeting/race or amalgamate races or classes of similar lap times as necessary.
3.7	Entries will only be closed before the closing date, Tuesday at 1pm prior to the event, if the class/meeting is full at the organiser's discretion.
3.8	Entry fees will only be refunded if an entry is cancelled in writing, on or before the closing date of the meeting in question
3.8.1	The entry may be transferred to the next meeting if the Event Secretary is notified in writing no later than the Tuesday prior to the event.
3.8.2	If the meeting is cancelled a £25 administration charge will be taken before any refund of entry fees. The organisers will attempt to arrange an alternative date for the meeting to be held
4	TECHNICAL REGULATIONS
4.1	Technical Regulations for all classes will be as defined in the 2025 Motorsport UK Kart Yearbook and in compliance with the 2025 Motorsport UK National Competition Rules (any reference to CIK Regulations refers to the CIK 2025 Annuaire)
4.2	Noise is a particular concern in the local area and competitors' attention is drawn to the requirements of section NCR Ch.18 App.7 Art.13.9. Engine's may only be started in the designated area of the paddock.
4.3	Competitors will be identified by number plates in accordance with the 2025 Motorsport UK Kart Race Yearbook.
4.3.1	Numbers must be displayed on all four sides for all track time within the scope of the above permit.
4.4	The scales and check weights provided for competitors' use are deemed to be correct on the day.
4.5	Only one set of Slick tyres per competitor for any class or classes may be used at any club meeting. This set of tyres will be barcode recorded by the Scrutineering team and will be monitored by the Scrutineering team throughout the meeting.
4.5.1	TVKC 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 as they see fit.
4.5.2	A competitors' tyres may be examined in scrutineering or on the Pre-Grid for nonconformity, section G of the 2025 Motorsport UK Kart Race Yearbook applies. 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 that is in conformity with their fellow competitors, and that set being provided by the competitor.
4.5.3	Treating tyres with a chemical substance is prohibited; NCR Ch.18 App.7 Art6.10 refers. The penalty for chemical treatment, if proven, will be Disqualification from the meeting and club membership will be revoked.
4.5.4	Pre-heated tyres and/or Wheels are not permitted on the Pre-Grid or Holding area.
4.6	Uni-loggers or other performance monitoring equipment may be used at the discretion of the organisers'
4.7	Metal sprocket protectors are not permitted for use at Trent Valley Kart Club
4.8	If tape is used on radiators, it must be wrapped around the radiator and stuck to itself and cannot be removed on track.
4.9	If the circuit lighting is used at anytime during the event, then only clear visors on helmets can be used.
5	SPORTING REGULATIONS
5.1	Parents/Guardians/Guarantors of minors – by countersigning they agree that they have no objection to still or moving images being taken of the driver/volunteer official undertaking their sporting activities.
5.2	Where possible, grid positions will be determined by receipt of entry or calculated by Timed Qualification.
5.3	The maximum grid size for each race will be 36
5.4	The timetable of the meeting will be emailed to all competitors and where possible, on the TVKC website prior to the meeting; including signing on and scrutineering times. (NB any competitor not signed on by the end of the appropriate time period may be disqualified)

5.5	Each competitor will have the opportunity to take part in a practice session or Timed Qualifying Practice.
5.6	Races will be of timed duration plus 1 lap. All Race durations will be advised in the program of the day.
5.7	A CIK 'tramline' system will be used at race starts.
5.8	For a false start (rolling) a 'false start' penalty will be applied in accordance with NCR Ch.18 App.4 Art1.27; Please note Classes who require rolling/formation laps prior to the race start - Post 8 & 9 will display YELLOW FLAGS/LIGHTS - no overtaking is permitted - penalties apply for infringements.'
5.9	Penalties are as Motorsport UK National Competition Rules except as modified below.
5.9.1	Competitors deemed to have missed part of the circuit may be penalised either up to one lap or an equivalent place penalty at the discretion of the Clerk of the Course or the Panel of Stewards for multiple offences of missing part of the circuit may result in multiple penalties.
5.10	Official circuit cameras may only be used as admissible evidence in judicial procedures at the discretion of the Clerk of the Course or Stewards of the meeting.
5.11	All other National Competition Rules of the Motorsport UK apply as written.
5.12	The fail to start line is a yellow line 25 Meters before the race start line.
5.13	Recording of lap times and speeds will be done by TAG transponder and electronic lap recordings will be used.
5.13.1	Transponders must be fitted for practice sessions including any warm up sessions should there be a practice in the official timetable, Timed Qualifying Practice and at all other times at the request of the timekeeper.
5.14	Competitors should provide their own transponders. It is the responsibility of the competitor to make sure the transponder is working correctly, that the battery is fully charged and that the transponder is fitted to their kart as directed in section F of the 2025 Motorsport UK Karting Yearbook. TVKC use TAG Transponders only.
5.14.1	Transponder Hire: TAG Transponders may be hired for the meeting from TVKC at a cost of £15:00 per day. The driver will be held responsible for any loss or damage to the transponder and replacement costs will have to be paid for by that driver.
5.15	Grid passes: A maximum of only 2 people will be allowed on the dummy grid (one driver plus one helper/mechanic, who must be aged 16 years or over); a wrist band will be supplied to each driver and must be worn at all times by the mechanic to allow access to the dummy grid and Parc Ferme areas. If the wrist band is lost a new one will be issued at a cost of £10 without exception.
5.15.1	NO SMOKING, FOOD OR DRINK PERMITTED ON THE DUMMY GRID. Any person caught smoking on the grid will jeopardise their driver being allowed to continue racing. This includes the use of electronic cigarettes.
5.15.2	The Dummy Grid will close for each race when the countdown clock reaches 2 minutes of the previous race. Karts which enter the grid via the entry gate prior to the gate closing should be in the condition of 'ready to race'. No working on the kart is allowed except checking or reducing the tyre pressures. If work with tools is carried out at any time in the grid area (before or after the gate closes) on the kart by any person, then this will be reported to the stewards where a penalty will be imposed. 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 Race Director or Grid Marshal, and he/she will take the start from the back of the formation, following the start being given, irrespective of the number of Formation Laps. Any driver starting from the "Pre Grid" will be considered to be on the lead lap, assuming he/she is able to leave the "Pre Grid" before the leader crosses the Start/Finish line for the completion of the first racing lap. Should the driver fail to leave the "Pre 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.
5.16	The Pole position driver of each grid will have the choice of Pole position (on the left or the right side of the track) Providing that he/she advises the Clerk of the Course/RD as soon as he reaches the grid. This choice will only modify the first row, to the exclusion of the others.
5.17	Warning, Technical and Black Flags will be communicated to drivers via a digital display board shown on the gantry over the start finish line.
5.18	TVKC operates a circuit camera system, video footage may be used by the Clerks or the Panel of Stewards to clarify race incidents and may be used as supportive evidence in relation to applying penalties.
6	SCORING
6.1	There will be a minimum of three heats and an A and/or B and/or C final for all competitors or
6.1.1	Timed qualifying practice, pre final and final for each class. In the case of any ties with drivers setting identical average lap times in timed qualification, the driver setting the quickest 2 nd fastest lap will take the higher grid position, if second fastest lap times are identical then 3 rd fastest lap is considered and so forth. The timed practice results will decide the grid positions for the Pre-Final, each driver's quickest average lap to count. The quickest average lap takes pole position, in the case of a tie the second quickest average lap to resolve the tie and then the third quickest average lap etc.

	<p>6.1.1 continued....</p> <p>If there is more than one session and the fastest average time achieved in the slowest session is not more than 101% of the fastest average time achieved in the faster session, then the classification will be determined by the order of the fastest average times achieved by each driver.</p> <p>If there is more than one session and the fastest average time achieved in the slowest session is more than 101% of the fastest average time achieved in the fastest session (fastest average time overall), 2nd place goes to the fastest average in the second fastest session, 3rd to the fastest average in the third session if there is one or to the second fastest average in the fastest session and so on, to determine the combined results order.</p> <p>Where classes exceed 36 entries, the drivers will be split by computer ballot into two separate timed qualifying sessions. Following both qualifying sessions, drivers will be ranked into two groups (group A and group B) with all drivers from group A competing in Pre-Final A and drivers in group B competing in Pre-Final B. the top 16 drivers from each Pre Final will progress directly to the A Final with the remainder qualifying for the B Final, priority for grid positions will be decided on Timed Qualifying position. The top 4 drivers from the B Final will take up the last 4 places on the A Final Grid.</p>
6.1.1.1	<p>Or timed qualifying 2 heats and final(s) Timed qualifying will decide the grid positions for the two heats, in the case of any ties with drivers setting identical fastest average lap times in timed qualification, the driver setting the quickest 2nd fastest lap will take the higher grid position, if 2nd fastest lap times are identical, then 3rd fastest lap time will be considered and so forth. Points scored in the 2 heats will determine grid positions for the final(s), with the lowest score on pole. In the event of a tie the higher grid position will be decided from the classification of timed qualifying. To determined grid positions where there is more than one timed qualifying session and the fastest average time achieved in the slowest session is not more than 101% of the fastest average time achieved in the faster session, then the classification will be determined by the order of the fastest average times achieved by each driver.</p> <p>If there is more than one session and the fastest average time achieved in the slowest session is not more than 101% of the fastest average time achieved in the faster session, then the classification will be determined by the order of the fastest average times achieved by each driver.</p> <p>If there is more than one session and the fastest average time achieved in the slowest session is more than 101% of the fastest average time achieved in the fastest session (fastest average time overall), 2nd place goes to the fastest average in the second fastest session, 3rd to the fastest average in the third session if there is one or to the second fastest average in the fastest session and so on, to determine the combined results order.</p>
6.1.1.1.1	<p>For Timed Qualifying the following applies</p> <p>Driver's average time calculated from their fastest 3 laps during their timed qualifying session will be used as their qualifying time for drivers completing less than the required minimum 3 laps their average lap time will still be calculated and then ranked initially by laps completed and then by average time behind drivers completing more than 3 laps. Should a driver have their fastest lap cancelled due to a penalty then the next fastest 3 laps will be used for calculating their average time.</p>
6.2	Any drivers who fail to set a time during TQ will be placed behind all driver who have set a time in numerical order, any drivers who are DSQ from TQ will be placed behind drivers with no time set in numerical order
6.3	The heat points for calculating Final grid positions are as follows: 1 st = 0 pts 2 nd = 2 pts 3 rd = 3 pts 4 th =4 pts etc increasing by 1 point per place.
6.4	A driver who fails to start a heat will receive 1 point more than the number of drivers that started the heat.
6.5	A driver who fails to finish a heat will receive grid points according to the number of laps completed
6.6	A driver who is disqualified from a heat will receive 1 point more than the number of drivers who started the heat.
6.7	If there is more than a full grid of 36 for an A final, then automatic qualification for the A Final will be reduced to make a B final with a minimum of 6 drivers. The same principal will apply to a C final
6.8	The first 4 finishers in the C Final will go through to the B Final, the first 4 finishers in the B Final will go through to the A Final. To resolve a tie in heat points, the following will apply:
6.8.1	The driver with the higher ranking average time in Timed Qualification will take the higher grid space
7	RESULTS
7.1	Provisional results will be published as soon as possible after each race on the official notice board and as soon as possible after the end of the meeting on the TVKC website.
7.2	Protests must be logged in accordance with NCR Ch.2 taking into account the CIK-FIA Judicial procedure.
7.3	Appeals must be logged in accordance with NCR Ch.2
8	AWARDS
8.1	Awards will be presented in each class for A Finals only to the top 3 drivers. (or at the organisers discretion)
8.2	There will also be an award for the 1 st Novice in each class.
9	GENERAL
9.1	The TVKC App is compulsory for all drivers as this system will be used at TVKC race meetings as the main source of communication. Please ensure that you have this free app downloaded to your device. NO APP COULD RESULT IN BEING REPORTED TO THE STEWARDS OF THE MEETING WHO MAY IMPOSE A PENALTY.