



Final Instructions

This meeting is organised by Trent Valley Kart Club, governed by the National Competition Rules of Motorsport UK incorporating the provisions of the FIA International Sporting Code, additional Supplementary Regulations, and any written instructions that the Organisers issue for the Event.

The Free Practice on Thursday is run in conjunction with the Motorsport UK Practice guidelines.

These Final instructions must be read in conjunction with the Supplementary Regulations available on the Trent Valley Kart Club Website.

1. Permit

Motorsport UK Permit Number: 203677_1

Motorsport UK Track Licence Number: K/2025_149

2. Officials

Motorsport UK Steward	Paul Heath
Event Steward	Joel Taylor
Event Steward	Ryan Manchester
Race Director	Nigel Edwards
Clerk of the Course	Dan Ashton
Deputy Clerk of the Course	Lee Manchester
Deputy Clerk of the Course	Richie Mason
Deputy Clerk of the Course	David Manchester [CCTV]
Event Secretary	Danielle Short
Race Control	Louise Brown
Race Control	Clare Mills
Race Control & Stewards Secretary	Claudia Short & Georgina Simcock
Chief Scrutineer	Garry Meachin
Eligibility Scrutineer	Gary Walker
Scrutineer	Lucia Taylor
Scrutineer	Niamh Meachin
Scrutineer	Darren Robinson
Trainee Scrutineer	George Blessett
Environmental Scrutineer	Lee Manchester
Chief Timekeeper & Judge of Fact	Yasmin Manchester
Assistant Timekeeper	Des Woodcock
Starter	Nigel Edwards [Race Director]
Start/Finish Assistant	Marrion Quarrington
Camera Technician	Kyle Manchester
Chief Marshal	Glyn Griffiths
Grid Marshal	Neal Dyer, Clive Charlesworth & Yolande Preston
Ambulance & Crew	Meditech Global
Chief Medical Officer 31 st July – 1 st August	Sophie Miller
Chief Medical Officer 2 nd – 3 rd August	Tim Matthews

Any changes to the Officials will be communicated by bulletin.



3. Venue & Paddock

Please Park where directed by the officials.

Please note that we have extended the working vehicle area in the rear paddock, ALL cars must be in the Main Car Park which is the hard-standing area at the far end of the rear paddock – barriers and signs will make the areas easily identifiable so please ensure any cars are parked in the correct location otherwise they will be asked to move.

Please leave your Pit space tidy at the end of the event, it is the responsibility of the drivers and Team Managers to ensure all rubbish is placed in the bins provided and that no fuel cans or tyres are left behind after the event.

Ground Sheets in awnings are mandatory for the event.

Bikes, scooters, ball games etc are banned from the paddock throughout the meeting. We hope we don't have to but any Bikes/Scooters/Balls being used will be taken away until the end of the meeting when a £100 release fee will be required.

The access roads must remain clear at all times.

Cables passing over road/walkways must be covered or protected. There may be spot checks made on fire extinguishers within your awnings/pit bays.

No starting of engines is permitted in the paddock unless in the Pre-Grid Area Or in your awning one push button start to check the engine fires up – ABSOLUTELY NO REVING. Any non-compliance to this request will result in a £100 club fine, with possible other club sanctions.

Please ensure waste water from motorhomes and caravans is not spilled in the paddock areas

4. Documentation & Scrutineering

Documentation (Signing on) & Scrutineering will be as per the Official Timetable and by Electronic means via the links emailed out to competitors. Any driver not completing their duties within the allocated times, may be reported to the Stewards of the event.

Any changes to the timetable will be communicated via Bulletin available on the online Official Notice Board via the TVKC Website.

Mechanics will require a wrist band to allow access to Scrutineering, Parc Ferme and the Dummy Grid. – NO WRIST BAND NO ENTRY.

Rotax Drivers – Please have your Engine Logbooks available for inspection if required by the Chief Scrutineer or Technical Commissioner.

We remind all competitors that TVKC reserve the right to organize and administer a Parc Ferme for tyre's, engines, or other Kart components at any time during the event for individual drivers or by class.



Micro Max UK and Mini Max 950 – your Exhausts will have a controlled wadding fitted and will be subject to Parc Ferme conditions for the duration of the event. Drivers are to purchase a voucher for the wadding from the Trent Valley Kart Club Race Office.

FUEL

Fuel for this event including Thursday free practice sessions must be purchased through Vital Equipment. Please ensure you have ordered your fuel. Fuel testing will be taking place throughout the event including Thursday Free Practice.

- Petrol is to be used as fuel and not for any other purpose.
- Competitors remain responsible for the removal of their Fuel drums/cans at the end of the meeting.

PLEASE NOTE: If you have previously used fuel from another source and not suitably cleaned through the fuel system and/or container your fuel could be contaminated and therefore you may fail a fuel test. – Please be satisfied your fuel cannot be contaminated.

TECHNICAL

Please follow the officials instructions if you stop on track as you may be requested to return to Parc Ferme

5. Timetable

Please note the following times

- Documentation (Online Signing On)
 - Signing On for the Kart Masters GP including Thursday Free Practice from Tuesday 29th July until 8.30am on Friday 1st August – If you are attending Thursday Free Practice, you must be signed on and uploaded your licence before going on track.
- Scrutineering (online) from Tuesday 29th July until 10am on Friday 1st August – anyone not completing their Scrutineering card within the allotted time may be reported to the Stewards.
- Mechanic Wristband & Sticker collection Thursday 31st July from 7.15am (in Race Control)
- Transponder Allocation Thursday 31st July 11.30am (in Race Control)
- Drivers Briefing (at the podium) Thursday 31st July for all classes at 8am
- Tyre Allocation & Barcoding Thursday 31st July
 - Senior X30 9am-10am
 - Junior X30 9.15am – 10.15am
 - Mini Max 950 10.30am – 11.30am
 - Junior Rotax 11.45am – 1pm
 - Senior Rotax 1.15pm - 2.15pm
 - Micro Max UK 2.30pm - 3.30pm
 - Water Swift 4.30pm – 5.30pm
- Any driver not attending Thursday Free Practice will be permitted to collect tyres between 7.30am & 8.30am on Friday 1st August
- Exhaust Wadding and Fitment & Parc Ferme Micro Max UK & Mini Max 950 Thursday 31st July 5.45pm-7.00pm



- Fuel Collection Times
 - Wednesday 30th July 4.00pm – 5.30pm
 - Thursday 31st July 8.00am–11.00am/12.00pm-3.00pm/4.00pm-5.00pm
 - Friday 1st August 8.00am-11.00am/12.00pm-3.00pm/4.00pm-5.00pm
 - Saturday 2nd August 8.00am-11.00am/12.00pm-2.45pm

Please note, the Fuel Station will close at 2.45pm on Saturday 2nd August – this will be the last chance to collect Fuel

It is your responsibility to adhere to the timetable – please note the gate closing times for Qualifying Practice & racing.

6. Timed Qualification & Heats

All drivers will have Qualifying Practice and 2 Heats on Friday and Saturday.

For Qualifying Practice, grid slots & groups will be allocated based on a random ballot for Friday & Saturday.

Qualifying Practice will be as per Supplementary Regulation 13.2 – SINGLE FASTEST LAP.

7. Transponders

All transponders must be correctly fitted in accordance with Section F of the Motorsport UK Karting Yearbook 2025 (gold book). Transponders must be fitted from Free Practice 4 on Thursday and throughout the event thereafter. TAG Transponders only (Blue)

8. Cameras & Go Pros

Cameras & Go Pros are permitted for use during practice. From Qualifying Practice onwards no cameras on karts are permitted unless authorised by TVKC/ALPHA' – there may be some on board 'Official' cameras.

9. Race Procedure

Count Down to access the Pre-Grid

- 5 minutes prior to session start;
- 3 minutes prior to session start; and
- 2 minutes prior to session access to the pre grid area will be prohibited
- For the Grand Prix Finals the gate will close 5 minutes prior to the race start.

Any Competitor remaining in the service park once the pre grid access has been closed will not be permitted to participate in the session and will be asked to leave the grid and will be reported to the Race Director and the Stewards.



Adjustments other than tyre pressure (which cannot be increased) are prohibited once on the Pre-Grid. The use of tools on the Pre-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. Anyone found using tools on the Pre-Grid without permission or making adjustments will be reported to the Stewards of the Meeting.

- Countdown to race start Mechanics must clear the Pre-Grid 1 min before the start of the Race ("1 minute" board).
- 30-seconds after the "30 seconds" board is displayed the green light will be shown at the front of the grid to indicate that the karts must proceed onto the circuit to either commence Free Practice/Qualifying Practice or to begin a Formation Lap.
- Should a driver require assistance after the green light is shown one mechanic may only work on the kart once the other karts have left the Pre-Grid.
- If a driver is unable to start from the Pre-Grid at the time of the green light, he/she will only be authorized to join the circuit on the orders of the Clerk of the Course.
- the full circuit must be used on the formation lap

If a Driver starts from the "Pre Grid" after the intervention of a Mechanic, and If the Race Director believes no sufficient time to join the formation is available prior to the start being given, he/she will be authorised to do so only on the orders of the Race Director or 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.

10. Driving Standards/Utilisation of a Drive through Penalty (after the race) & Start line Infringements

A 5 second penalty (drive through) may be imposed after the race subject to the following:

NCR Ch 2 Annexe A Art 1.6 - Where the Clerk of the Course has the ability to validate incidents during the race, via circuit cameras with a nominated Judge of Fact, an in race 5 second time penalty may be applied. This should usually follow the display of a warning flag/under investigation notification and will not be subject to protest or appeal.

WHEREAS 2025 NCR Ch 1 App 1

WHEREAS 2025 NCR Ch 2 Annexe A Art 1.6

In the scope of the foregoing Regulations the ASN confirms that 2025 NCR Ch 2 Annexe A Art 1.6 Decisions are not susceptible to and are excluded from the Right of Review procedure under 2025 NCR Ch 2 App 10 (with the exception of NCR Ch 2 App 10 Art 1.3).

NCR Ch.18 App.5 Art.1.28 - False/Jump/Standing Start: A false start occurs when a Driver under Starter's orders gains an unfair advantage by either: (a) being in an incorrect position on the grid, or (b) moving forward from their prescribed position Any movement prior to the red lights being extinguished will be judged as a false start and will be penalised with a minimum of 5 second penalty. NCR Ch.18 App.5 Art.1.29 – Breaking Formation: In the case of a rolling start a Driver under Starter's orders, who fails to maintain their corridor or accelerates early or unevenly will be penalised in accordance with Art 1.30. NCR Ch.18 App.5 Art.1.30 The penalty added to the time taken by the Competitor to complete the course shall be the addition of 3 seconds



for partly crossing the lanes and of 5 seconds for completely getting out of the corridor. This will not incur penalty points. The penalty for accelerating early or unevenly will be 5 seconds.

11. Unfair Practice - Gaining an Unfair Advantage/Driving Standards

Competitors are reminded of the 2025 Kart driving standards guidelines, Ch 18 App 7 Art 2.9. It is not permitted to drive any Kart unnecessarily slowly or erratically or in a manner deemed to be potentially dangerous to others. Therefore, any driver considered to be baulking or blocking another driver by consistently placing their kart on a line that is not recognised as the racing line in an effort to prevent being overtaken other than in the opening or closing phase of the session may be penalised and may be given a penalty. A driver who consistently places their kart on a line that is not that recognised as the racing line in an effort to prevent being overtaken outside of these phases of the race will be given a warning signal from the Officials followed by a penalty or be subject to black flag. Lap times/data may be taken into consideration as well as any moving images and or reports.

12. Clarification For Entrants Regarding the Procedure for Sporting and Enquiries

Following feedback regarding the judicial process and the procedure for querying on-track incidents, we would like to provide the following clarification:

We remind Entrants of their ability to lodge an official Protest pursuant to Chapter 2 Appendix 9 of the NCR, along with any supporting evidence they may have.

Should any Team Manager or Entrants have a query regarding an on-track incident, they may visit the Race Control/Centre to inquire if anything has been reported. Please note that even if a report has been submitted, it does NOT guarantee that this will lead to judicial action.

If further clarification is needed, Team Managers or Entrants can ask to speak to the Race Director – if they are free. If the Race Director after checking Event records, does not have any incidents logged, then action is not obliged. This does not preclude a Protest, subject to time limits applicable to lodging the Protest.

Despite our extensive CCTV system, due to the fast-paced and dynamic nature of karting, it is not always possible for Officials to see every incident or investigate matters reported unofficially. The Protest procedure is designed to address such situations.

Please note that any disrespectful or abusive behaviour towards officials and Volunteers will not be tolerated

Thank you for your attention to this matter.

13. Social Media, Race with Respect, Safeguarding & Event Filming/Streaming

Motorsport UK & Trent Valley Kart Club request that all participants including Officials, Teams & mechanics familiarize themselves with the Motorsport UK Race with Respect code and the Trent Valley Kart Club Social Media Policy.

TVKC will not tolerate any negative or detrimental posting on social media.

The Club safeguarding officers are Mrs. Danielle Short and Mrs. Louise Brown who can be contacted in Race Control at this event.



The consumption of alcohol within Team awnings/pit bays for Teams/Drivers/Mechanics is prohibited during the track action timetable.

The designated production company (Alpha live) will be filming during the weekend, including filming clips for social media. Your co-operation will be greatly appreciative for any interviews during the weekend which will be representing Trent Valley Kart Club.

14. TVKC APP

Please check with Danielle Short regarding access to the 'app' – it will have access to live timing and various other bits of useful meeting information. PLEASE NOTE – **The APP will be the main source of communication for the duration of the event, and it is mandatory for all competitors who are entered at this meeting.**