



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.

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: 208106_1

Motorsport UK Track Licence Number: K/2026_149_03

2. Officials

Motorsport UK Steward	Ian Moore
Event Steward	Ashley Barker
Event Steward	Ryan Manchester
Senior Clerk of the Course [Race Director]	Nigel Edwards
Clerk of the Course	Dan Ashton
Deputy Clerk of the Course	Lee Manchester
Deputy Clerk of the Course	David Manchester
Deputy Clerk of the Course	Richie Mason [CCTV]
Assistant Clerk of the Course	Adrian Fraser
Event Secretary	Danielle Short
Race Control	Louise Brown
Race Control	Clare Mills
Race Control (Sunday 02 August only)	Eva Mills & Eliza Mills
Race Control & Stewards Secretary	Claudia Short & Clare Madigan
Chief Scrutineer	Garry Meachin
Eligibility Scrutineer	Gary Walker
Scrutineer	Niamh Meachin, Kenvi Genniver, Andrew Clemments & Thomas Rowley
Motorsport UK Technical Delegate	Joe Hickerton
Trainee Scrutineers	Kai Genniver, Garry Meachin Jnr
Environmental Scrutineer	Garry Meachin
Chief Timekeeper & Judge of Fact	Yasmin Manchester
Assistant Timekeeper	Des Woodcock
Starter	Nigel Edwards (Senior Clerk of the Course[Race Director])
Start/Finish Assistant	Marrion Quarrington
Camera Technician	Kyle Manchester
Chief Marshal	Glyn Griffiths
Grid Marshals	Neal Dyer, Clive Charlesworth & Yolande Preston
Ambulance & Crew	Meditech Global
Chief Medical Officer	To be confirmed via Event Bulletin

Any changes to the Officials will be communicated by bulletin.



3. Venue & Paddock

Please Park where directed by the officials. Parking will commence at 9am on Tuesday 28th July 9am until 5pm and commence again from 7am on Wednesday 29th July.

ALL cars must be in the 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.

Starting of engines is only permitted in your awning/paddock area and the holding area. 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 clean up any dog fouling, anyone found not adhering to this may be reported to the club and a fine imposed

The surrounding farmers fields are strictly out of bounds, anyone not adhering to this may be fined by the club

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 Pre Grid. – NO WRIST BAND NO ENTRY.

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



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 from Thursday post Free Practice onwards. 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.

you are reminded of your right to waiver your hearing for a non-compliance technical report'

5. Timetable

Please note the following times

- Documentation (Online Signing On)
 - Signing On for the Kart Masters GP including Thursday Free Practice from Tuesday 28th July until 8.30am on Friday 31st – If you are attending Thursday Free Practice, you must be signed on and uploaded your licence before going on track.
- Scrutineering (online) from Tuesday 28th July until 10am on Friday 31st July – anyone not completing their Scrutineering card within the allotted time may be reported to the Stewards.
- Mechanic Wristband, Transponder Allocation & Sticker collection Thursday 31st July from 7.15am (in Race Control)
- Drivers Briefing (at the podium) Thursday 30th July for all classes at 8am
- Tyre Allocation & Barcoding Thursday 30th July
 - Junior X30 9am – 10am
 - Senior Rotax 10.15am – 11.15am
 - Junior Rotax 11.30am – 12.30pm
 - Mini X30 12.45pm – 1.30pm
 - Senior X30 1.45pm – 2.45pm
 - Micro Max 3pm – 3.45pm
 - Mini Max 950 4pm – 5pm



- Any driver not attending Thursday Free Practice will be permitted to collect tyres between 7.30am & 8.30am on Friday 31st July
- Exhaust Wadding and Fitment & Parc Ferme Micro Max UK & Mini Max 950 Thursday 30th July 5.45pm-7.00pm
- Fuel Collection Times
 - Wednesday 29th July 4.00pm – 5.30pm
 - Thursday 30th July 8.00am–11.00am/12.00pm-3.00pm/4.00pm-5.00pm
 - Friday 31st July 8.00am-11.00am/12.00pm-3.00pm/4.00pm-5.00pm
 - Saturday 1st August 8.00am-11.00am/12.00pm -3pm

Please note, the Fuel Station will close at 3pm on Saturday 1st 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 Appendix 5.F of the Motorsport UK Karting Yearbook 2026 (gold book). Transponders must be fitted from Free Practice 2 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



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 may be reported to the Senior Clerk of the Course [Race Director] or Clerk of the Course 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 may be granted for the use of tools on the spark plug only. This is limited to 1 mechanic. 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 Senior Clerk of the Course [Race Director] or 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 Senior Clerk of the Course [Race Director] or Clerk of the Course 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 Senior Clerk of the Course [Race Director], Clerk of the Course 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

In Race Penalties

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

Ch.2.Ann.A Art.1.5 & 1.6 Where the Senior Clerk of the Course [Race Director] or 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 and will not be subject to protest or appeal.



Start Line Infringements – in race penalties

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 NCR Ch.18 App.5 Art1.29

NCR Ch18 App5 Art.30 The penalty added to the time taken by the competitor to complete the course for the driver concerned shall be the addition of 3 seconds for partly crossing the lanes and of 5 seconds for completely getting out of the corridor to the time taken by them to complete the course. 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 2026 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 Senior Clerk of the Course [Race Director] – if they are free. If the Senior Clerk of the Course [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.