



## **Race Director Notes**

### **1. Background**

Please read the following briefing. There will also be a mandatory briefing at 08:30 under parc ferme on Saturday.

It is the driver's responsibility, or PG in the case of a competitor under the age of 18, to ensure that they have read this briefing and attend the physical briefing and understand the regulations and specific latest SR's.

Novices and those new to the circuit must familiarise themselves with the track layout before taking to the track.

You will also sign-on electronically and this must be completed before your arrival at the track.

### **2. Officials**

A list of the Officials for the meeting will be available in the SR's.

If there is anything you are unsure of ahead of the meeting, please contact the Competition Secretary email address ([compsec@whiltonmill.co.uk](mailto:compsec@whiltonmill.co.uk)).

Questions during the meeting should be directed to the Competition Secretary who will be based in/around main reception.

### **3. Judicial Hearings/penalties**

All judicial hearings will be held in the Stewards room off main reception. Judicials will follow the CIK/ Steward panel system. Drivers involved may be called by either an official in parc ferme or via the Alpha Racehub App or your phone number given on your Alpha profile and you should report to Main Reception as instructed.

It is the Driver and PG's responsibility to be able to receive these announcements at all times.

### **4. Event details for the day:**

**4.1 Grids** for the Heats and Finals will be available on the Alpha system as soon as possible after TQ, please check your positions, no driver should congregate on the grid until their kart is with them. One mechanic per kart. Please note the grid procedures and timings in the SR's and Final Instructions.

#### **4.2 Timetable**

We will have practice sessions, TQ, heats and finals – and of a duration - as published electronically/on the day.

The status of the meeting regarding 'dry, open or wet' will be communicated by Paddock briefing and in main reception on a Bulletin/poster on the day.

#### **4.3 Engine running away from track**

Engines may only be run in the area at the far back of the dummy grid once prior to going out in each session FOR A MAXIMUM OF 5 SECONDS ONLY

Honda Cadets can start and tick-over on the dummy grid but the kart must be on the ground with all four wheels on the ground and with the driver seated and wearing a helmet.

No lifting of rear wheels whilst engines are running at any time anywhere on the site or circuit.

#### **4.4 Race/practice procedure**

**Leaving Dummy grid** – drive slowly as there will be marshals/pedestrians in the area. When leaving dummy grid during a race/practice keep to the left off the racing line to the left of the marked white line for this purpose.

**Rolling lap.** We will always aim to use the full circuit unless otherwise instructed by a marshal/official to use a cut-through. Using the old section of track at the last corner.

Weaving may be deemed unsafe and attract a report by the Clerks to the Stewards.

**Starts:** Drivers need to be going at a speed that allows them to get into the start line tramlines. UK tramline start regulations will apply.

**Standing-Starts, IF APPLICABLE** - stop at the grid marking 2nd back from the start line, mechanics should stand by their Driver's start position (wearing of Hi-Viz mandatory) to guide them to the correct spot then stand back 3m from their Kart for the start, DIGI Lights will be red and go off to start the race. Mechanics must then leave the circuit as quickly and safely as possible.

**Track-limits** – persistent and/or extreme running over the track limits -as defined by the white lines and kerbs- that gains a Driver an advantage or is deemed unsafe will result in a penalty if reported by a Judge of fact or report to the Stewards. See SR's.

**Incidents**– Should you break down or be involved in an incident on circuit you must give the marshal a clear 'thumbs up' to show that you do not require medical attention.

You must, where possible, move your kart to a place of safety and follow the marshal's instructions to go to a safe area by a marshal post not facing the on-coming karts, unless otherwise instructed by an official.

Do not remove your helmet at any time.

Never lift a kart over a fence, there are possible gate exits around the circuit for mechanics to access with a trolley when given permission. Karts may have to be left until the end of another race. There is no re-starting by marshals unless the marshal deems it the safest option in the circumstances.

In the event of a **red flag** - stop racing, slow down and expect to stop on the '**back-straight**' before **pit-entry/the boot**' - unless otherwise directed by the marshal.

## **End of race**

The Driver must retain full control of the kart during any celebrations when crossing the finish line (eg, having both hands off the steering wheel may be deemed as not retaining full control).

Nose cone checks will happen whilst drivers are all seated.

## **5. Other**

Cameras are not permitted on the karts, other than for practice.

Scooters, Bikes and dogs are banned from Whilton Mill Kart Circuit and we will confiscate these if we see them being used within these times.

Please do not leave behind any tyres, fuel cans or general rubbish in the pit area, thank you - Fine applies at £50.

**We all hope you have a fun, safe day**