



Camberley

Saturday 16th September 2023

Permit Number: 128621

Club Id: 120693

Version 1

Final Instructions for the meeting organised by NatSKA Ltd Notice: Warning to the Public - Motor Sport can be Dangerous

"It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including owners of the land and the drivers of the vehicles and passengers in the vehicles are absolved from all liability arising out of accidents causing damage, or personal injury (whether fatal or otherwise) however caused to spectators or ticket holders".

Entries are open to all Licensed drivers of teams who are current NatSKA Ltd. Members. The meeting is held under the rules and regulations set out in the NatSKA Ltd Handbook 2023.

Held under the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. In respect of these you are present at your own risk.

All parts of the circuit to which the public have access are covered by the Road Traffic Act 1988. Anybody driving a vehicle in these areas must have the appropriate licence and insurance cover.



Notice 'A'

OFFICIALS

Motorsport UK Chief Clerk of the course	Geoff Hitchings (\$)
Motorsport UK Assistant Clerk of the Course	Thomas Laws (\$)
Motorsport UK Steward	Clive Grounds
Motorsport UK Timekeeper	TBA
Motorsport UK Trainee Timekeeper	Lindsay Bott (*, #, @)
Chief Motorsport UK Scrutineer	Chris Pepperell (^, >)
Motorsport UK Eligibility Scrutineer	TBA
Motorsport UK Scrutineer	Jim Johnson (^, >), Charlie Johnson (^, >)
Trainee Motorsport UK Scrutineer	Daniel Gibaud
Scrutineering Assistant	Toni Hammond @
NatSKA Stewards	David Hull, Paul Robinson, Stuart Hammond, Wayne Kelly, Paul Sirett, Adam Sirett, Carl Hayward, Joe Kershaw, Tony Webb, Nick Mills, Dan Gibaud, Anthony Bott
Secretary of the Meeting	Viv Pepperell
Assistant Secretary of the Meeting	Gail Fitchett
Steward & Team Leader Liaison Officer	Kevin Fitchett
NatSKA Scrutineers	Gold Card Holders
Environmental Scrutineer	TBA
Start / Finish	Nicky Clarke (*) TBA (*)
Chief Course Marshal	Richard Clarke (\$) / Paul Oliphant (\$)
Course Marshals / Driving Standards Observers	Mark Davey (\$)
Paddock / Grid Marshal	Stuart Newton (%) TBA (%)
Paddock / Grid Marshal's Assistant	Val Newton (%)
Paramedic	AMS Medical (+)
Ambulance	AMS Medical
Lapscorers	# ®
Child Safeguarding Officers	Lindsay Bott

^ = Judge of fact with regard to technical compliance

* = Judge of Fact with regard to start procedure / false starts

\$ = Judge of Fact with regard to circuit limits

= Judge of Fact with regard to race times, lap times and race order over start / finish line

+ = Judge of fact with regard to drivers' intoxication levels

* = Judge of Fact with regard to race times, lap times and race order over start / finish line

> = Judge of fact with regard environmental noise

% = Dummy Grid procedures

@ = number legibility

® = As per the Lap scoring / timekeepers work rota

RACE ENTRIES

Entries open **Thursday 24th August 2023.**

Teams need to have their entries posted on the NatSKA online entry system by **Thursday 7th September 2023 @ 21:00.**

Please ensure that you allow sufficient time to resolve any access issues in advance of the entry closing time. Entries not received until after the closing time as a result of access issues will be classified as LATE. Any access issues please address directly to entries@natska.co.uk

Any changes must be notified via email to entries@natska.co.uk by **Friday 8th September 2023 @ 21:00** and payment must be received by noon on **Monday 11th September 2023.**

Withdrawals must be notified by **Friday 8th September @ 21:00** to claim the entry fee as a credit against your next meeting (no refund after this date).

Late entries made prior to the event but post entry closure will be run off the back of the grid. When the grids or meeting is full, karts will be placed on a waiting list.

Parental consent forms and medical data forms for all drivers are required to be lodged on the NatSKA Entries system in advance in accordance with the prescribed naming convention.

This should ideally be completed by the Tuesday prior to the event by uploading a pdf document to the NatSKA Entries system. Both parent consent and Medical Data Forms must be lodged in this way.

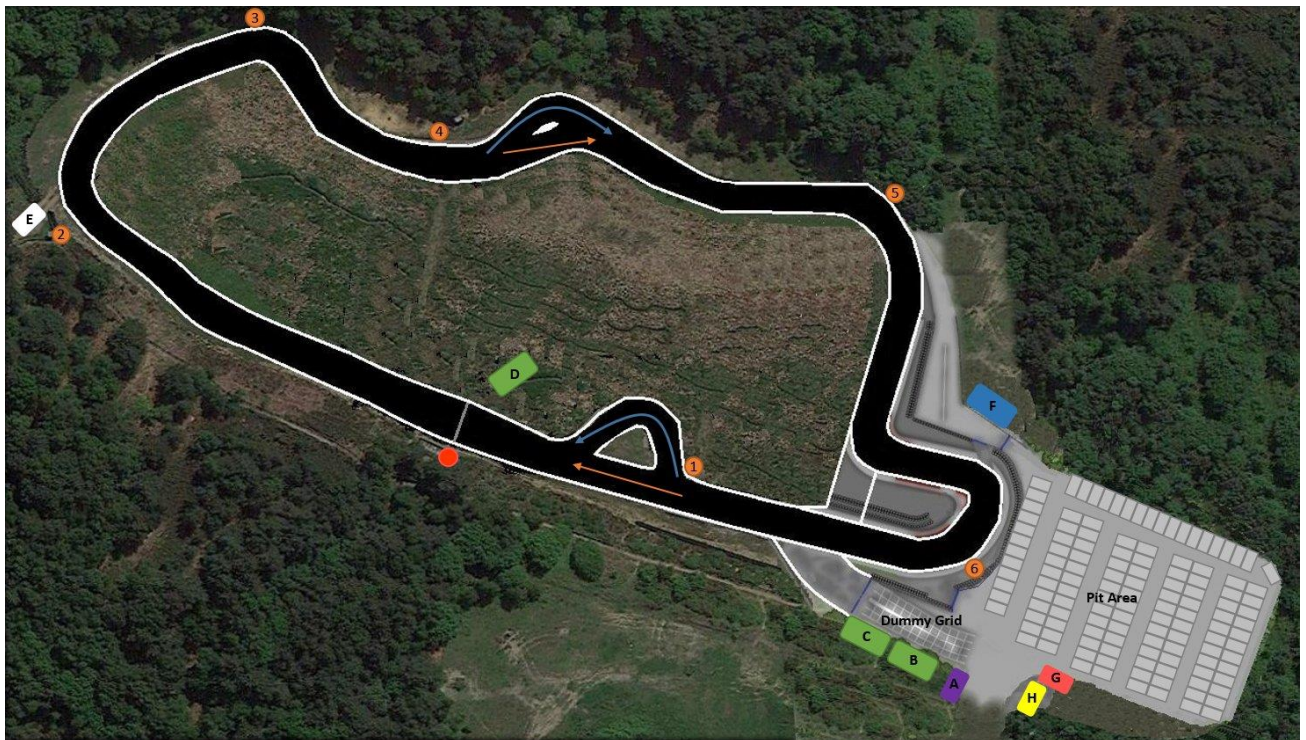
Remember only the Official NatSKA Form will be accepted. No form on the system means no Practice or Race for that driver!

Any withdrawals as a result of Covid infection must produce evidence of a positive Covid Test (Lateral Flow / PCR notification)

Camberley

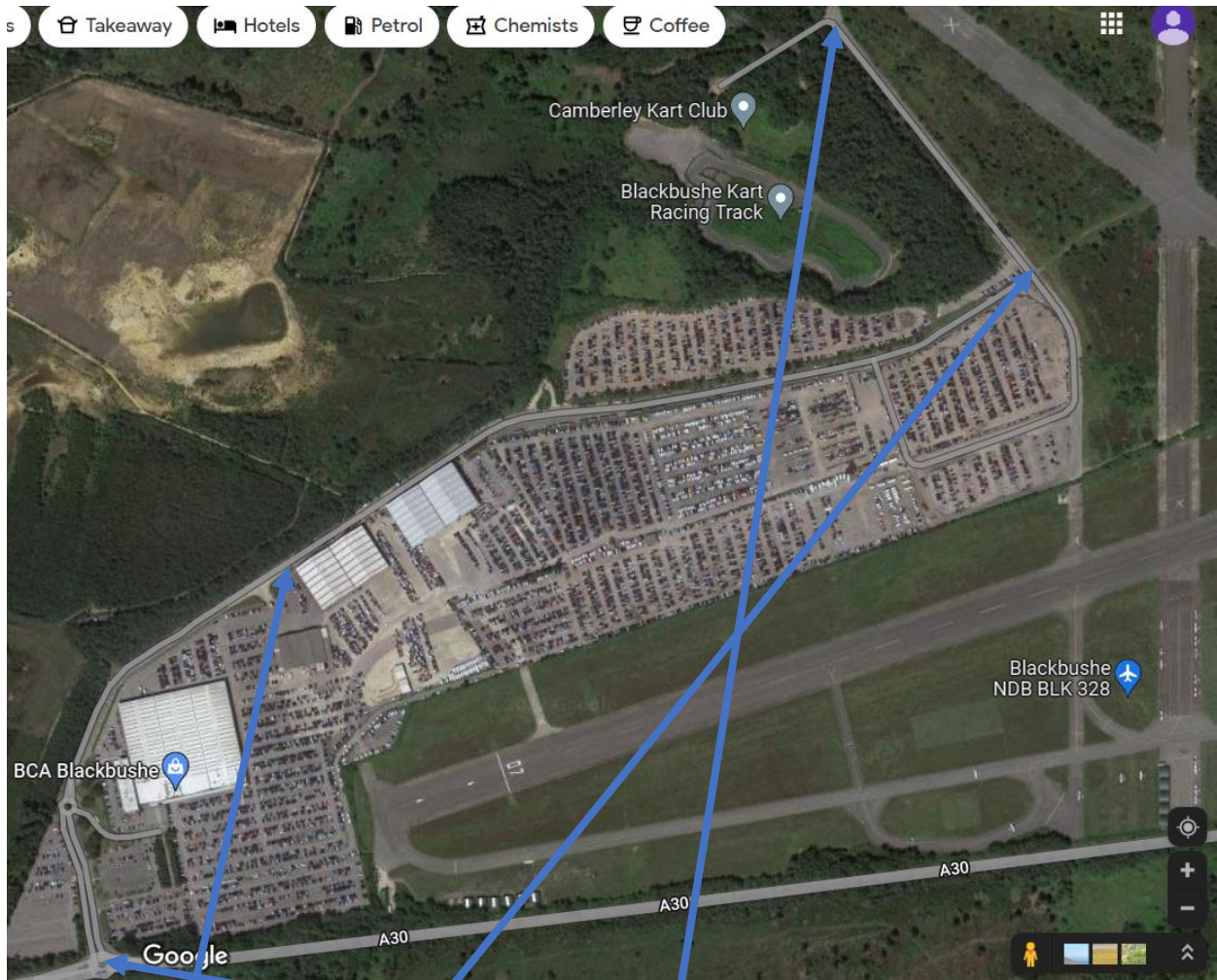
Whilst the track is relatively short, it is technically very demanding teaching novices the skills required to go on to race competitively both at club and national level. It is said if you can race well at Blackbushe you can race well anywhere. More details complete with photographs of the corners, can be found on the club website: www.camberley-karting.co.uk

Available circuit maps



Finding Blackbushe Circuit (circuit post code is GU17 9LG)

What3words [///gentlycurableduet](https://www.what3words.com/#!/gentlycurableduet)



Directions from the M25 Come off the M25 at junction 12 and proceed Southbound on the M3. Leave the M3 at 14a and head towards Yately on the A327. Take the second exit at the first roundabout and then the first exit at the 2nd roundabout **onto the A30. You will pass Blackbushe airport on your right. Take a right at the next roundabout and enter the British Car Auctions compound. Follow this road past the hangars and market site on your right and turn left at the marked sign.** Go down this road and turn left at the end. Left & right are parking areas and if you proceed through the gate posts straight ahead down a slope you will enter the paddock area.

**PLEASE NOTE THERE IS NO CAMPING AT THE CAMBERLEY CIRCUIT
THE GATES WILL NOT OPEN UNTIL 7.30AM**

TIMETABLE - (Provisional and subject to change at any point) – as per published programme

07:30 Scrutineering & Signing on.
09:00 End of Scrutineering
08:45 Marshals' briefing
08:55 Team Leaders' Briefing
09:05 Paddock Safety Briefing followed by Novice safety briefing.
10:00 Engine running time (in accordance with NatSKA Handbook)
10:00 Karts for practice on grid (STRICTLY NO ENGINES TO BE RUN BEFORE 10:00am)
10:10 Start of Practice – min 3 laps per driver.
11:00 Start of Racing (after practice whichever is soonest)

Results & Presentations Minimum 30mins after the last results are posted.

Emergency Practice – Application must be made to grid marshal who will check with race control and timing.

Karts who have failed to complete 3 laps practice will be notified via the NatSKA Public Address WhatsApp group. Please make sure you are a member of this group to receive communications.

If you are asked to attend for emergency practice via WhatsApp group, please ensure that you do it... this means that your transponder may have failed, and we have been unable to verify that you have completed 3 laps practice.

Trophies and medals will be awarded in line with the number of entries in each class

If time permits a separate event will be run that will not count towards the main results of the meeting.

ORDER OF PRACTICE - (Provisional)

All Teams must have access to their own printed copy of the grids

- Classes 14 & 12
- Class 7 & 8
- Class 11
- Class 15
- Class 11 & 14 Novice
- Class 1 & 4 and associated Novices
- Emergency practice 1 (LOW POWER)
- Emergency practice 2 (HIGH POWER)
- Emergency Practice 3 (Cadet)

Notes:

- Provisional and subject to change at any point, additional novice sessions may be run at the end of the day if time allows.
- Racing will be over four heats with the combined score of three heats to count
- Trophies and certificates will be awarded in line with the number of entries in a class.
- Grid positions are to be determined at random (and then by rotation)
- Prize giving will take place 30 minutes after the last result is posted.
- If time permits a separate novice practice event will be run that will not count towards the main results of the meeting

Final order to be listed on the day.

Some classes may be separated, or further combined if relative performance and NatSKA rules permit. The organisers reserve the right to exclude a class if there are insufficient numbers to make up a grid.

All Novice Drivers racing from the back of the grid in the qualified class MUST carry an additional yellow plate bearing the letter **N** on the rear of their kart during all Sessions. Novices in novice only practice sessions MAY carry this plate (where the kart is also being used by other drivers racing from the back of the grid) but are not required to do so. During novice only practice sessions racing is not permitted.

You can run your engines for **up to 10 seconds only**. Running engines for more than 10 seconds is not permitted. The engine run is to check the engine starts and runs, not to warm it up pre session. The circuit has noise constraints to consider in order to keep their neighbours happy.

GRID AREA / PROCEDURE

Karts may proceed onto the dummy grid (providing it is clear and ready to accept the next grid of competitors) whenever they feel that they are ready.

When there is 3 minutes + 1 lap of the preceding race remaining the grid will be closed. Any kart not on the ground in the correct grid slot or under the control of a Grid marshal at this point will be moved to the back of the grid.

Once the kart has entered the dummy grid area for all heats including practice the driver/mechanic must position it on to their grid position or as directed by the grid marshal.

Adjustments will be allowed on the Dummy Grid in line with current NatSKA Rulebook. Any infringement of this rule will result in the competitor being placed at the rear of the grid for that race.

Trolleys must be removed from the grid and placed in the trolley park.

Failed Start Line

Please note that any kart that is still being pushed beyond the failed start line, which subsequently "fires" and takes part in the race MAY BE DISQUALIFIED FROM THAT HEAT.

Quarter Flag / Battenburg Flag **For the safety of all (drivers and marshals)**

Please note:

- a) The race leader is responsible for the speed / pace. Regulations state that karts should slow to rolling lap speed. If the leading kart does not slow down by MORE THAN 20% of the fastest lap time to allow for all of the following karts to form up in-line behind them, the leading kart will receive a 1 lap penalty.**
- b) Following karts must also slow by MORE THAN 20% of their fastest lap throughout the quarter flag period, if they do not then they will receive a 10 second penalty.**
- c) The race leader is effectively a SAFETY CAR and will go extra slowly to allow a train of karts to form up behind them.**
- d) Racing only resumes when a green flag is displayed at the Start / Finish line (and overtaking is not permitted until you have PASSED the line).**

Restarting is only allowed in accordance with the NATSKA Handbook (UPDATED FOR 2023 – PLEASE ENSURE YOU ARE FAMILIAR WITH THIS SECTION). Please note that as agreed, for safety reasons, this has been amended as follows:

Re-starting a Kart – updated regulation for 2023

B12.16a) Should a kart leave the track for any reason the driver may re-join. However this may only be done when it is safe to do so and without gaining any advantage.

B12.16b)i) Karts fitted with on-board, driver operated electrical, starting system OR recoiled starter ARE allowed to restart if safe to do so

What this means in practice

If you come off the track and your engine is **STILL RUNNING**.

1. Drivers can get out of their karts and put them back on the circuit **when safe to do so** and **continue racing**. **Just check the kart has not been damaged.**
2. If there is a circuit marshal nearby, they may help and **you will not be disqualified.**
3. Drivers **must not** sit in their karts and wait for help.
4. If the kart is damaged or you cannot get the kart back on track quickly, you **MUST** get out and retire the kart to a safe place.

If you come off the track and your engine is **NOT RUNNING**.

5. If necessary, **you can get out of kart** to reposition and if you have an on-board starter, you can restart the kart and carry on.
6. If you have a recoiled starter, **you are not allowed to attempt to restart yourself**. Circuit marshals **MAY** attempt to restart the kart if they feel it is safe to do so, and if successful **you will not be disqualified**. **This will only happen if the circuit marshal is happy that this is safe to do.**
7. If you have either a direct drive or clutched engine with no on-board starter **you must retire** the kart to a safe place.
8. In the event that the kart will not start quickly, you **MUST** get out and retire the kart to a safe place.
9. **AT ALL TIMES YOU MUST ADHERE TO THE CIRCUIT MARSHALS INSTRUCTIONS**

Visual Warnings (Mechanical / Driving Standards / Black)

These will be displayed at the Start / Finish line. Please ensure that you are aware of its location.

Scrutineering / Final Heat

Anyone who wishes to not complete the final heat must inform the scrutineer and leave their kart in parc ferme after the penultimate heat. Failure to do so may result in disqualification from the meeting.

Novice of the Day (low power classes)

Novice of the day will be chosen by Circuit officials on the day and co-ordinated by the Start / Finish team, looking at improvement, race craft, race times and consistency. The circuit official's decision is final, and no appeal will be allowed.

Kart mounted Cameras.

Kart mounted cameras may only be fitted to the Nassau Panel.

The top of the camera must sit below the bottom of the front Nassau panel number plate and must not obscure any part of the number plate. For the avoidance of doubt Camera or video devices are not sanctioned or controlled by NatSKA and cannot be used by a driver or team in judicial matters although the Clerk of the course can request to see footage. Footage can be commandeered by NatSKA in the event of a serious accident to aid Motorsport UK investigations.

Circuit Cameras

If suitable circuit cameras are available, the Clerk of the Course may choose to utilise the cameras in any judicial investigations.

Environmental Sound Levels

In line with Motorsport UK permit conditions sound checks will be recorded, any kart found to exceed the maximum sound level may be disqualified from the meeting.

Medical Information

Contact details for event medical teams can be obtained from Race Control / NatSKA Competition Secretary if a driver subsequently goes to hospital. The Medical Team will liaise directly with the destination hospital.

All teams please: -

- **Please respect the pit areas of other teams / families**
- **NOTE the fields/banks are **OUT OF BOUNDS AT ALL TIMES.****
- Park your vehicles considerately, do not tape off vast areas of pit area that will not be needed by your team. Please remove cars & vans that are not essential for kart maintenance.
- All awnings must be securely held in place with suitable ballast – any damage caused is the responsibility of the team / owner of the awning.
- Volunteer to help if asked.
- When applicable ensure that the Marshal Post you are responsible for is occupied at all times with an experienced, responsible person.
- Leave the facilities as you would wish to find them.
- **Novices for observation:**

- Classes 11 / 14 novice and class 4 novice – for team leader observation and signature
- Upgrading novices racing from the back of the grid
- Please ensure that the signature card is in Race Control in the correct folder for observation by the Motorsport UK Steward
- **Marshalling signatures** – please apply to the paddock marshal for a Novice Marshalling slot. Only ONE novice marshal per post at any time
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Remember: -

- All drivers, parent helpers and officials **must sign on electronically prior to the event**; failure to do so will mean **you are not insured**.
- **ANYONE going marshalling must sign on the appropriate declaration (as an Official of the Meeting)**
- Karts can **only be collected** from the circuit when teams are **instructed to do** so by the Paddock Marshal / Chief Course Marshal at the correct time (please note most of the recovery will take place from the dummy grid area).
- Pets must be always kept under control. Dogs must be kept on leads and away from the track.
- No scooters, bikes or footballs are allowed at the circuit.
- Team members must not enter the circuit once a race, or practice has started.

**NO SMOKING (including e-devices) IN THE FOLLOWING AREAS:
Parc Ferme, Grid / Dummy Grid, Scrutineering, Around Karts and within
the confines of buildings**



motorsport uk

RACE WITH RESPECT

Encouraging a positive environment, on and off the track

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- **RESPECT**
- **INTEGRITY**
- **FAIR PLAY**
- **SELF-CONTROL**
- **GOOD MANNERS**

motorsportuk.org/racewithrespect
#RaceWithRespect





RACE WITH RESPECT

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

I understand that breaching these obligations may result in disciplinary action.

motorsportuk.org/racewithrespect
#RaceWithRespect

