

NatSKA Season 2025-26



Clay Pigeon Raceway
Rounds 2 & 3 – 4th & 5th October 2025
Permit Number: 204266
Club Id: 120693

Final Instructions for the meetings 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”.

All amendments to the NatSKA Handbook operational terms, conditions and regulations approved at the last AGM will apply to the race meetings management as NatSKA Handbook 2025 - except where a regulatory change exclusive to Motorsport UK is applicable and, in this case, until formal approval from Motorsport UK is received, the regulation as shown in the NatSKA Handbook 2024 will continue to apply. Amendments relating to permitted tyres and the make or type of spark plug admissible for use with Class 15 Rotax engines have already been introduced. Please see the relevant ‘Scrutineering’ section in this document for details.

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

These Final Instructions supplement the general regulations, offering crucial details on circuit rules, driver behaviour, pit lane procedures, flag signals, and any specific requirements or restrictions for this event, ensuring competitors are aware of the governing conditions for this meeting’s racing.

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.

NO SMOKING (including e-devices) IN THE FOLLOWING AREAS:

Parc Ferme, Grid / Dummy Grid, Scrutineering, Around Karts in the paddock area and within the confines of buildings



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OFFICIALS OF THE MEETING

Motorsport UK Chief Clerk of the course	Steve Clayton (\$)
Assistant Clerk of the Course	David Walker (\$)
Motorsport UK Steward	Drew Hornsey
Motorsport UK Timekeeper	Lindsay Bott (*, #)
Trainee Motorsport UK Timekeeper	Deby Pepe
Motorsport UK Scrutineer - Eligibility	Robin Kingham (^, >)
Chief Motorsport UK Scrutineer	Daniel Gibaud (^, >)
Trainee Motorsport UK Scrutineer	Neil Beretta (~)
Scrutineering Assistant	Josh Potts, Francesca Beretta
Environmental Scrutineer	TBA
NatSKA Stewards	Paul Robinson, Anthony Bott, Wayne Kelly, Peter Doyle, Tony Webb, Peter Atmore
Secretary of the Meeting (Race Control)	Nikki Kiss
Asst. Secretary of the Meeting (Race Control)	Jo Atmore
NatSKA Scrutineers	Gold Card Holders
Start / Finish	Kelly Livesey (*) Kerry McDonough (*)
Chief Course Marshal	Mark Davey (\$)
Assistant Course Marshal	TBC
Driving Standards Observers	Cameron Bott (\$, ~) Ciprian Takac (\$, ~) Harley Grayling (\$, ~) Pete Atmore (\$, ~)
Grid Marshal	Kim Brosnan (% , @) Stacey Hurst (%) Mark Macklay (%)
Grid Marshal's Assistant	
Paramedic	Tigerstripe Events
Ambulance	Tigerstripe Events
Lap scorers	Sarah Bradley (#, @)
Paddock Marshal	Mark Mackley (<)
Club Safeguarding Officer	Mark Mackley

^ = 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

< = Judge of Fact with regards paddock area procedures

% = Dummy Grid procedures

@ = number legibility

⊙ = As per the Lap scoring / timekeepers work rota

~ = Front Fairing placement

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RACE ENTRIES

Entries open **Thursday 11th September 2025**. Teams need to have their entries posted on the NatSKA online entry system by **Thursday 25th September 2025 @ 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 **Monday 29th September @ 21:00**

Please only make payment for entries on receipt of an invoice from the Treasurer

Withdrawals must be notified to chairman@natska.co.uk and treasurer@natska.co.uk by **Wednesday 1st October @ 21:00** to claim the entry fee as a credit against your next meeting (no refund available unless agreed) although unavoidable mitigating circumstances will be taken into account after this date.

Late entries or other changes 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.

Current Parental Consent forms for all drivers are required to be lodged on the NatSKA Entries system in advance in accordance with the prescribed naming convention.

This must 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 in .pdf format 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!

Clay Pigeon Raceway

Approaching from Yeovil on the A37

Go past the turnings for Evershot and Batcombe/Minterne Magna, go up a hill and past an old service station on the left-hand side. Just after this the circuit is signposted on the left, just before the old George Albert Hotel.

Approaching from Dorchester on the A37

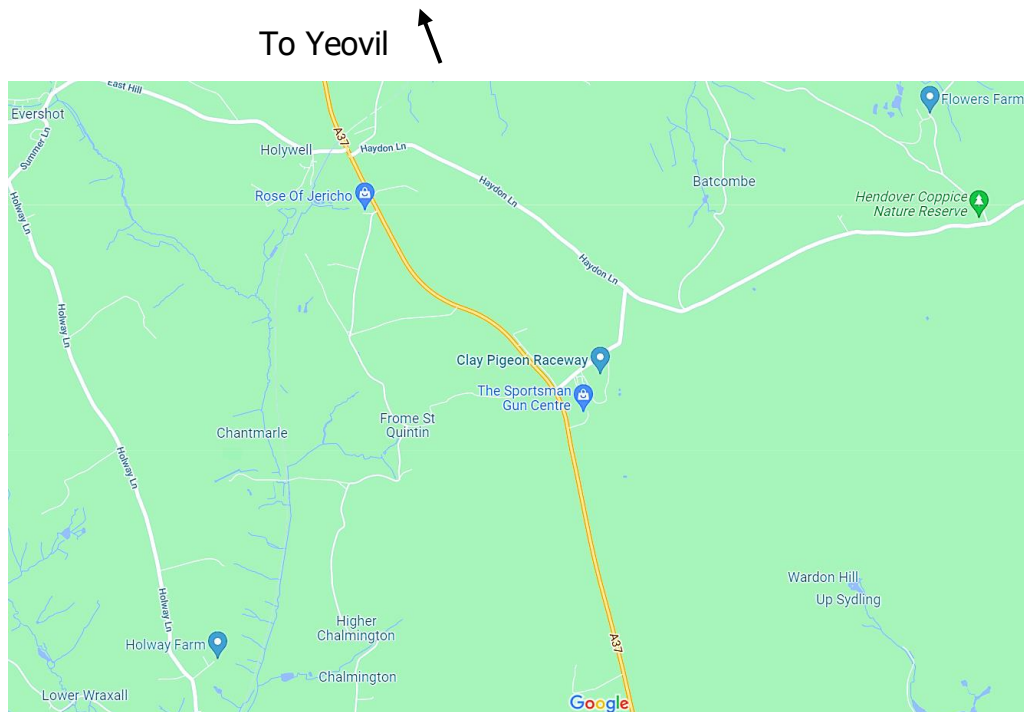
Go past a sign to Frampton. The circuit is approximately five miles from here, on the right-hand side, just passed the George Albert Hotel.

Sat Nav

To program your Sat Nav to find the circuit, the address and postcode are as follows:

Clay Pigeon Raceway, Wardon Hill, Dorchester, Dorset, **DT2 9PW**

What 3 Words [///snooty.verges.telephone](https://www.google.com/maps/@50.718555,-2.518555,15z)



CAMPING IS PERMITTED AT THE CIRCUIT OVERNIGHT FRIDAY & SATURDAY

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

TIMETABLE - **Saturday**

- 07:30 Scrutineering & Signing on for anyone who has not done so online previously.
- 09:00 End of Scrutineering
- 08:30 Paddock Safety Briefing followed by Novice safety briefing
- 08:40 Team Leaders Briefing & Marshal Briefing – following on from Safety Briefing
- 09:30 Engine running time (in accordance with NatSKA Handbook)
- 09:30 Karts for practice on grid (STRICTLY NO ENGINES TO BE RUN BEFORE 09.30am)
- 09:40 Start of Practice – min 3 laps per driver.
- 10:45 Start of Racing (or straight after practice whichever is soonest)

TIMETABLE - **Sunday**

- 08.00 Scrutineering (***If Not Completed on Saturday or a chassis or engine change has been made to a previously scrutineered kart***) & Signing on for anyone who has not done so previously.
- 08.45 End of Scrutineering
- 09.00 Paddock Safety Briefing followed by Novice safety briefing
- 09.10 Team Leaders Briefing & Marshals Briefing – following on from 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.
- 11.20 Start of Racing (or straight after practice whichever is soonest)

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

Results & Presentations Minimum 30mins after the last results are posted. Trophies will be awarded where there is a minimum number of 3 class entries in line with 1 trophy per 3 entrants up to a maximum of 10th place.

ORDER OF PRACTICE - (Provisional)

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

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

Notes:

- Provisional & subject to change at any point, extra 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.
- Grid positions are to be determined at random (and then by rotation).

Final order to be listed on the day.

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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.

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 only 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

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.

Please note: the Grid Marshals decision is final. Please respect this and do not contest or debate their instructions and decisions on any aspect of the grid management.

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 EXCLUDED FROM THAT HEAT.

Restarting is only allowed in accordance with the NATSKA Handbook 2024

Visual Warnings Board (Mechanical / Driving Standards Warnings/ Black Flags)

The Board with the relevant warning and the specific kart number involved will be displayed at the Start / Finish line. Please ensure that your drivers are aware of its location.

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Scrutineering / Tyres

For the 2025-26 championship season, competitors will be restricted to the use of three sets of dry tyres per race season (except at the National Sprint Championship meeting where an additional set of tyres may be used and changed at the end of Friday practice. Tyres will be stamped / marked or barcoded at the end of practice within scrutineering.

Exceptions: see notes about Class 7 below:

Class 7 - Junior TKM Tyre update

As of 1st April 2025, Talko have advised that the tyre to be used in all Formula TKM classes will be the Maxxis Sport tyre stamped with the TKM logo. Rule D4.7.6 in our handbook states that: "Only Tyres for use in Motorsport UK Junior Formula TKM classes may be used, i.e.: Maxxis Formula TKM Tyres, and Maxxis Sport Tyres. This will apply to Slicks only"

This means that the Slick tyres you will be allowed to run will be Maxxis Sports with or without the TKM stamp.

Scrutineering / Gold Card Holders

Gold Card holders must complete a record form as they complete assessment of each kart to confirm that checks have been carried out to NatSKA regulatory standards.

Scrutineering / Final Heat

Anyone who wishes to not complete the final heat must inform the Chief Scrutineer and leave their kart in parc ferme after the penultimate heat.

Failure to do so will result in the driver's exclusion - and deletion of all recorded timings - from the entire meeting.

Kart mounted Cameras

In view of the fact that few cameras will comply with Motorsport UK NCR regulations Chapter 7 Appendix 9.1.6 : (The weight of the camera excluding any additional casing and mounting and associated fixings must not exceed 100gms), the ban on the use of all cameras, introduced during the 2025 season, will continue to apply at all race meetings until further notice.

No visor cameras are to permitted and users will be asked to remove them.

For the avoidance of doubt Camera or Other Video devices including phones, are not sanctioned or controlled by NatSKA and cannot & must not be offered or used by a driver or team in judicial matters.

The Clerk of the Course can still request to see footage for their own perspective on any given incident. 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.

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All teams, please note:-

- **Space for your team is to be pre-allocated.**
The allocation will be issued by the Secretary of the Meeting in due course.
Park your vehicles considerately, please do not tape off vast areas of pit space that will not be needed by your team.
Please remove all cars & vans that are not essential for kart maintenance to the far end of the paddock.
- **Respect each other's Team Space** and don't walk through, or observe the racing from, their area without permission.
- Volunteer to help others if asked.
- When applicable ensure that the Marshal Post(s) you are responsible for will be occupied at all times with an experienced, responsible person
- Timings for the day are tight, so please help avoid delay by being ready to make any marshal changeover promptly
- Leave the facilities as you would wish to find them, removing all rubbish from the area of your team's activity. **No tyres or damaged components to be left at the circuit.**
Please note any recycling requirements at individual circuits and use the correct containers accordingly.

- **Novices for observation & other specific directions:**

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 in advance via email for a Novice Marshalling slot. Because of the number of posts at the circuit, novice marshals may be doubled up on post at any time

Classes 7 and 15. New entrants from a low power class, running at the back of the grid, will be notified to the directors should they incur a driving standards penalty and therefore not receive the Steward's signature. Multiple occurrences of this may result in the driver being asked to return to their previous class at future meetings.

A re-application to return to the high power class may be made after completion of an agreed period or other training requirement imposed.

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 prior to the event (as an Official of the Meeting)**
- Karts can **only be collected** from the circuit **when** teams are **instructed to do** so by the Grid or Paddock Marshal under instruction from the Chief Course Marshal at the correct time.
(please note the majority of recovery will take place from the dummy grid area, but other access points are available under the direction of the Chief Circuit Marshal).

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- **No scooters, e-scooters, bikes or footballs are allowed at the circuit.**
- Team members must not enter the circuit once a race, or practice has started.

For clarity and the safety of all (drivers and marshals)

Please note the following and ensure all drivers are conversant with the regulations:

Quarter Flag / Battenburg Flag

- a) The race leader is responsible for the overall speed / pace on the circuit. Regulations state that karts should slow to rolling lap speed. If the leading kart does not slow down significantly to that rolling lap pace 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 and increase lap time to between 1 ½ and 2 times longer than 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 must 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. Overtaking is not permitted until you have PASSED the line.

Waved Yellow Flag

- a) All karts must also slow significantly throughout the section where the flag applies. If they do not then they will incur a 10 second penalty.
- b) Overtaking within the yellow flag section is not permitted. A penalty will be applied for any kart who does so.

NO SMOKING (including e-devices) IN THE FOLLOWING AREAS:

Parc Ferme, Grid / Dummy Grid, Scrutineering, Around Karts and within the confines of buildings



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



