

Race Director/Clerk of the Course Notes

Paul Fletcher International Circuit

14th – 16th August 2026

From: The Motorsport UK Race Directors/Clerk of the Courses
To: All Drivers, Teams, Entrants, Marshals and Officials.

1. Light Panels on Marshal Posts:

- 1.1. Light panels are installed at every marshal post; the light signals have the same meaning as the flag signals. Please ensure you are obeying all the signals.
- 1.2. In the event of a discrepancy between the flag and light signal. The more restrictive signal shall prevail. For example, in the case of a green light panel and a waved yellow flag, the yellow flag will prevail.

2. Observing Yellow Flags:

- 2.1. When a yellow flag/light is displayed NO overtaking is permitted.
- 2.2. Under Waved yellow flags/flashing yellow lights are displayed, slow down.
- 2.3. If double yellow flags are displayed at marshal post no 1, drivers must slow down and be prepared to change direction due to a hazard.

3. Repair Area

- 3.1. During the Event, the Repair Area will be available for use. Please enter via the Pit Lane at a slow and steady speed.
- 3.2. When you have made repairs / changes you can follow the circuit lines out of the 2nd pit lane and rejoin the circuit just before marshal post no.9.
- 3.3. Please follow any Marshal signals before rejoining the track and keep to the left-hand side of the circuit as you merge with other karts.
- 3.4. Note that if you leave the track during Qualifying Practice, **you will not be permitted to rejoin the session.**
- 3.5. Any Repairs carried out during Heats or Finals, must have Scrutineer approval before you can rejoin.

4. Entering the track for laps during Qualifying & Practice:

- 4.1. Please ensure you leave the pits safely and do not impede other drivers at any time on track. We will be monitoring pit exit behaviour and will report any infringement of this article to the Event Stewards.
- 4.2. At the start of your session, a green light will be displayed to indicate that the session is live, and the circuit is clear to enter. Drivers must enter the circuit in a safe and controlled manner, keeping to the **LEFT** while joining the track.
- 4.3. A blue light will be displayed when faster karts are approaching the final corner at Marshal Post No. 9. When the blue light is displayed, drivers entering the circuit must check for approaching karts before joining, remain to the **LEFT**, and ensure they do

not impede or interfere with any driver already on the circuit.

5. Restarting after a 'SLOW' procedure:

- 5.1. **RESTART** – no overtaking is permitted before the start/control line. Drivers should follow the leading kart at a slow and constant speed, in either single file or staggered formation, but never any part of their bodywork in front of the leading kart's rear bumper. Acceleration by the lead driver should only start upon approach of the track's 'yellow line' on the start/finish straight.
- 5.2. Please see diagram below:



6. Circuit and Parc Ferme Cameras:

- 6.1. The TVKC/PFi Camera system will be in operation on circuit and in parc Ferme; including pit entry/Grid exit and scales.
- 6.2. The race control is strictly out of bounds to all, unless otherwise invited by an BKC official.

7. On-Board Cameras:

- 7.1. We remind competitors that helmet and visor on board cameras are strictly forbidden as they are modifications to the helmet.
- 7.2. On-board cameras are only permitted for personal use in Free Practice, Non-Qualifying Practice and Warm Up Sessions. All other sessions they are not permitted for use.
 - 7.2.1. The championship organisers or official media may ask you to run an on-board camera for media purposes.

8. Race Suspension (RED FLAG):

- 8.1. Should a session/race be Red Flagged, please ensure to slow down and be prepared to stop as instructed by the marshalling team. Where possible, drivers will be directed to the start/control line where they must stop and not carry out any work or interfere on the kart until approval by an BKC Official/Scrutineer.
- 8.2. Additional information regarding the restart procedure will be given at the drivers' briefing.

9. Broken down karts on the track:

- 9.1. Wherever possible (and if safe to do so) drivers must remove their karts to a place of safety, then move as soon as possible to the nearest marshal post (or as directed by the marshals) and wait there until the end of the session.
- 9.2. Mechanics will be required to collect any broken-down karts on the track. This must be done as quickly, and safely, as possible and without any delay. Please remember, all karts **must** go back to Parc Ferme.

9.3. It is mandatory for the driver to wear their helmet properly when stopped on track.

10. Attempt to restart:

10.1. Drivers will have 1 attempt to restart themselves if they come to a stop on track. This must be completed with no assistance by the marshalling team.

11. Pre-Grid:

- 11.1. No tools are allowed on the pre-grid, if a kart is worked on (with or without tools) within this area, a report will be sent to the Stewards. We would like to remind competitors that the applicable penalty for the above-mentioned infringement is Disqualification from the session/race concerned. I remind you that the only allowable intervention is the removal of air from a tyre. Tyre gauges with incorporated inflation devices are forbidden.
- 11.2. The only exception allowed to Art 11.1 of these Race Director Event Notes, will be any work carried out on a kart following a failure to start from the pre-grid (E.G: Faulty spark plug requiring a change or using an electric starter). The tool assisted work will only be allowed following a clearly demonstrated failure to start, noted by a judge of fact, the technical delegate or the Race Director(s). The driver concerned will only be able to leave the pre-grid following the start of a race, at the back of the grid, or upon the order of the Race Director.

12. Driver & Entrant Briefing:

12.1. I would like to remind all drivers, competitors and entrant's that the Briefings are **mandatory**. Refer to the timetable of the event to check the date, time and location. If you cannot make your time slot, then you must make the Event Secretary aware, otherwise you will be reported to the Event Stewards.

13. Driving Standards/Utilisation of a In-Race Penalty (after the race):

- 13.1. Drivers may receive a +3 or a +5 second penalty notified to the driver by the digital board on the gantry/start line following validation of any incidents during the race as per NCR Ch 2 Annexe A Art 1.6. This could be applied during and after the race following confirmation of the stewards.
- 13.2. In race penalties can be given for driving incidents, flag infringements before the start and race start infringements.
- 13.3. I would like to remind competitors of the 2026 kart driving standards guidelines, Ch.18 App.7 Art.2.9. It is not permitted to drive any kart unnecessarily slowly, 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.
- 13.3.1. 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 the phases mentioned in Art 13.3 of these Race Director Event

Notes will be given a warning signal from the officials followed by a penalty or may be subject to the black flag.

13.3.2. Lap times/data may be taken into consideration as well as any moving images and/or reports.

13.4. **Permitted Defending Zones:** Competitors should not make a move in reaction to the overtaking competitor behind to block their chosen path, if the overtaking competitor has an overlap.

13.5. **Overtaking and Defending:** If a competitor makes an overtake, the overtaking competitor is permitted to defend the next corner regardless of when in the race the overtake was made.

14. Race Procedures:

14.1. Upon entry to the service parc from Non-Qualifying Practice onwards, all front fairings should be detached. All front fairings and associated mounting blocks will be checked upon entry and an event official has the right to refuse any front fairing and/or associated mounting block that is deemed not in compliance with the regulations. In such case, the component(s) will be impounded for the duration of the event. Any manipulation or attempt, of any part of the front fairing or front bumper in the service parc or pre-grid is forbidden and will be reported to the stewards of the event and the competitor will receive a penalty.

14.2. Countdown to Pre-Grid access restriction;

14.2.1. **Five (5) minutes** prior to session start

14.2.2. **Three (3) minutes** prior to session start

14.2.3. **Two (2) minutes** prior to session start, at which point access to the pre-grid will be prohibited.

14.2.4. Any competitor remaining in the service parc one the pre-grid access has been closed will not be permitted to participate in the session and will be asked to leave the service park and reported to the Race Director and Stewards.

14.3. **Countdown to Race Start;**

14.3.1. All personnel must clear the pre-grid 1 minute before the start of the race (1 Minute Board).

14.3.2. Thirty (30) seconds to the start of the session, the yellow light (or flag) will be displayed at the front of the pre-grid.

14.3.3. Shortly after the 30 seconds the green light (or flag) will be displayed. Drivers must proceed onto the circuit to commence the session or formation laps.

14.3.4. Should a competitor require assistance, after the green signal is given, one mechanic may only work on the kart once all other karts have left the pre-grid.

14.4. **Transponders:** Transponders will be supplied by the championship and are required to be fitted from Free Practice 1 so please ensure you collect this before your session. A technical flag will be shown to drivers during testing where there is no transponder detected.

15. Race Centre:

- 15.1. Following a review of the judicial procedures at events and in light of an increase in reports of abuse towards staff at the Race Centre, the Championship has made the difficult decision to limit access to the Race Centre and inquiry desk to team managers and/or their designated representatives only from Qualifying Practice onwards. For privateer drivers, only the signed-on PG will be permitted entry.

Only team managers and/or signed-on representatives will be allowed to make inquiries regarding any **sporting, judicial, or technical matters related to the competition**. We also remind all entrants of the Championships **2026 complaints procedure** and their right to **protest** should they wish to do so.

We understand that this may cause some inconvenience, but the wellbeing of our staff is our priority, and we appreciate your understanding and cooperation. This decision will be reviewed midway through the year to ensure it remains in the best interest of all involved.

16. Steward Summons:

- 16.1. During the event the 'Stewards Summons System' may be utilised. If you are required to attend the stewards office for a judicial hearing, you may receive an SMS text message which will also be sent to your Entrant. Should you receive an SMS text message, please report to the Race Centre immediately with your Entrant. Failure to attend may result in the matter being dealt with in your absence.

17. Judicial Trial

For 2026, we will be running a Judicial Trial, the full detail can be found in the Championship Bulletin 1 for Honda and IAME.

18. Digital Licence Penalty Points

For 2026, the British Kart Championship will be operating a digital licence penalty points system. The full details can be found in Championship Bulletin 2 for Honda and IAME.

19. Parc Ferme (Post Race)

- 19.1. We will be using a light signal within Parc Ferme:

AMBER: Stay in Kart

GREEN: OK to step out of your Kart

Please ensure you adhere to these signals.

Event Specific Instructions

20. Circuit Information:

20.1. Length: 1382m

20.2. Direction of the track: *Clockwise*

20.3. Side of Pole Position: *Right*

20.4. Race length time in Heat Races: *8 Minutes + 1 Lap*

20.5. Race length time in the Final: *12 Minutes+ 1 Lap*

21. Race Starts:

- 21.1. **1 Formation Laps [WSR,WS,JX30,SX30]:** on the formation lap, drivers must reduce their speed at marshal post 7 and be in position by marshal post 8 [yellow flag] at the latest. Drivers must then stay in their 2 by 2 formation, in their lines at a SLOW and CONSTANT speed from this point. Pole position and Grid 2 drivers are not to accelerate until the approach of the yellow line. Excessive and repetitive false starts will be reported to the stewards. The poleman must be on the correct line of the formation by the first yellow flag. All drivers must be in their position by reaching the first yellow flag, any overtaking after this point will be noted and the driver concerned may receive a +5 Second In-Race Penalty.
- 21.2. **1 Formation Lap [Honda & Bambino]** – drivers must reduce their speed at Marshal Post 7, drive carefully up to their grid spot and stop with their Front Wheels BEHIND the white line. Light sequence will be 1,2,3,4 and then lights out and Race on. If lights remain on + a Yellow Light comes on, then there will be one more formation lap.
- 21.2.1. Yellow flags will be displayed at Marshal Post 8 and 9. Drivers out of their position, that do not regain their position by the first yellow flag must start from the back of the grid.
- 21.3. As per Art 2.19.H.9 of the 2026 FIA Karting General Prescriptions, any driver unable to exit the pits/pre-grid will only be able to do so following the start of the race, at the back of the grid, upon the orders of the Race Director.
- 21.3.1. If the competitor has received any intervention from a mechanic, they must take the start from the back of the formation irrespective of the number of formation laps.
- 21.3.2. Any competitor 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/control line for the completion of the first racing lap.
- 21.3.3. **NCR Ch.18 App.5 Art. 1.28 – False/Jump/Standing Start:** A false start occurs when a driver under starters orders gains an unfair advantage by either;
being in the incorrect position on the grid
or, 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.
- 21.4. **NCR Ch.18 App.5 Art.1.29 – Breaking Formation:** In the case of a rolling start, a driver under starters orders who fails to maintain their corridor or accelerates early/un evenly will be penalised in accordance with Art 1.30.
- 21.5. **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. The penalty for accelerating early or unevenly will be 5 second penalty.

22. Chequered Flag:

22.1. After the chequered flag, drivers are to SLOW down, continue round for most of another lap and then enter the pit lane/Parc Ferme SLOWLY which is just after Marshal Post No 8.

23. Specific Information:

- 23.1. **Pit Lane:** Please be safe when exiting the circuit and into Parc Ferme. Drivers are required to signal their intentions to exit the circuit/enter the pit lane by raising their arm.
- 23.2. **Scale Entry:** Ensure you enter the scales area slowly and safely. You must NOT driver over the scales
- 23.3. **Qualifying Practice Grid** – Please ensure that you check the groups online as it may be different to Free Practice.
- 23.4. **Rookies** – Please check online. If you are a rookie, but not showing online please let the team know in the Race Centre.

24. Track Limits:

- 24.1. Track limits will be observed at turn 1 (just after marshal post no 1. during all sessions).
- 24.2. If, for any reason, you cut the track at turn 1 drivers must slow down, reduce their speed and rejoin parallel with the circuit without impeding any other driver.

Nigel Edwards
Race Director [IAME]



Dan Ashton
Race Director [Honda]

