

Final Instructions - Donington Park 2025



The Super Cup 2.49 Miles

This meeting is organised by the British Superkart Racing Club Ltd, governed by the General Competition Rules of Motorsport UK incorporating the provisions of the International Sporting Code of the FIA, the Sporting and Technical Regulations of the 2025 Super Series by British Superkart Racing Club, additional Supplementary Regulations and any written instructions the organisers issue for the event

These final instructions should be read in conjunction with any further instructions or bulletins issued by the organisers.

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1. **Permit** This event is being held under an MSUK Interclub permit No. 204729
2. **Officials**

MSUK Steward - Paul Clackett	Secretary - Ian Rushforth
Race with Respect Officer - Gordon Cuthill	Clerk of the Course - Ben Edwards
Eligibility Scrutineer - Martin Robertson	Asst Clerk of the Course - Darrin Worth
Chief Scrutineer - Natalie Woods	Event Stewards - Jill & Ken Walker
Scrutineer - Ian Sinclair	
3. **Judges** - Will be appointed as per MSUK Reg. Results - Chief Timekeeper, Nick Palmer, TSL Timing Ltd.
4. **Passes** - Your passes will be sent via email using the "E" ticketing system. You will need to either print these off or have them accessible on your phone. Children are classed as 16 or under.
So be aware that any team member aged over 16 years old must be in possession of a valid ticket for the meeting.
5. **Pit and Paddock Access** - **Paddock Access will be from 12.00 on Thursday Sept. 18th**
On arrival at the circuit whether it is for the test day and/or the race meeting please look at the Paddock Plan to locate our parking area. **Paddock areas will be very busy so please park neatly and economically in the area that is assigned to Superkarts. This is important, please do not take up any more space than you really need.**
To ensure that space is used for racing activities, all private cars and non-essential vehicles are to be parked outside the paddock areas.
The paddock should be vacated as soon as possible on Sunday and no later than 20.00
Please have due consideration to others and keep your noise down after dark as others may wish to sleep.
Curtail excessive noise by Midnight Please. Your help with this will be very much appreciated.
When travelling to the venue everyone should think of the environmental footprint, especially their carbon footprint.
Vehicles should not be left idling and vehicles with lower emissions should be the preference.
6. **Signing On** - Signing on will be manual within the BSRC awning
Saturday 20th 16.00 – 18.00. Sunday 21st 08.00 – 08.30.
7. **Scrutineering** - Scrutineering will be done manually in person adjacent to the BSRC Awning
Saturday 20th 16.00 – 18.00. Sunday 21st 08.00 – 08.30.
8. **Drivers Briefing** - There will be a driver briefing at the BSRC Awning on **Sunday at 08.00**
Please note that you will be required to sign a form proving attendance at the drivers briefing.
9. **Assembly Area** - Only the driver and two pusher/mechanic will be permitted in the assemble area.
See the paddock layout for details.
10. **ENGINE/NOISE POLLUTION:** Engines must not be run before 09.00 or after 20:00.
Noise checks will take place in the assembly area. **No engines must be run on Thursday 18th**
It is recommended that engines be started and run on the floor with the driver seated in the kart.
11. **Qualifying** - 12 minute qualifying session. 3 laps minimum must be completed to qualify for racing.
Should a driver(s) not record a time in qualifying then he/she will be given a grid position at the rear of the grid, randomly selected.
12. **Races** - There will be 3 races of 12 mins. All as per timetable.
All Races will be counting rounds for the Super Series by the British Superkart Racing Club.
Once the designated time has expired in the races the chequered flag will then go to the leader as soon as he crosses the finish line. It is the driver's responsibility to be ready at least 20 minutes before their timetabled session. Listen out for paddock announcements. Race No. 3 will be the Super Cup for F125 and F450 National
13. **Race Grid Formation** - The race grid formation will be limited to 60 karts.
The results of timed qualifying will decide the grid positions for Race 2. Regardless of class.
The drivers fastest lap in Race 2 will decide the grid order for Race 3 and so on. All regardless of class.
Please listen out for paddock announcements calling you to the assembly area
14. **Testing** - Testing is available on Friday 19th. There will be four sessions.
Bookings is essential via the Donington Park website **Please do not just turn up.**
Noise Limit: 98 DB(A) DRIVE BY
15. **Circuit Access** - All competitors must assemble in the Superkart collecting area adjacent to the Superkart Parking area. Karts will enter the circuit via the Melbourne Hairpin and proceed to the start line.
At the end of the sessions karts must proceed down the pit lane into the scrutineering/parc ferme area
16. **Race Start Procedure** - This will be done in accordance with regulations contained within the 2025. Championship regulations.

17. **Rear Lights** - Must be fitted and operative at all times during Scrutineering, practice and racing. A rear facing high intensity light will be permanently illuminated when wet tyres are fitted to the kart and/or a race is designated as a wet race or instructed to do so by the Clerk of the Course. CIK/MSUK registered lights are mandatory
18. **Tyres - Weather Conditions** - The choice between wet and dry tyres is open unless the event is declared wet in which case only karts having rain tyres fitted and a rear red light switched on will be allowed onto the circuit.
19. **Transponder** - It is a requirement that all karts must have a transponder fitted and working at ALL times when the vehicle is on the track. Failure to do so may result in the driver not receiving a time or recorded as a race finisher
20. **End of track session Procedure** - At the end of each track session be it practice, Qualifying or the actual Race, all vehicles must slow down after taking the chequered flag and leave the circuit as directed by the officials. All karts must report to the scrutineering bay/parc ferme. At the end of each race, the route between the finishing line/flag and the entrance to the parc ferme/scrutineering area will be under Parc Ferme rules K81. All drivers must return to Parc Ferme even if they fail to finish the race and come in on the recovery truck. Only karts wanted for further scrutineering will be kept in Parc Ferme
21. **TV/Filming/Video Equipment** - Any video equipment which is to be fitted to the vehicle must be done prior to scrutineering and the scrutineer must be advised. Video equipment may be fitted without prior permission.
22. **Weigh In** - All drivers must present themselves for weighing after qualifying and each race. During qualifying the scales may be situated at the head of the pit lane. Drivers must then present themselves for weighing every time they enter the pit lane during qualifying-. This includes drivers brought back on the recovery vehicle. The "scales of the day" will be used for all weight calculations. The results may not stand if you do not get weighed.
23. **Fire Extinguishers** - Drivers must have present at race meetings a fire extinguisher to BSEN3 standard with a minimum 55B rating. Fire extinguishers must be kept in the competitors pit space. One per kart.
24. **Public Address** - Please listen to the paddock announcements calling you for practice and racing
25. **Drugs and Alcohol** - By entering the event and signing the entry form you agree to undergo a random breath test at this event should you be requested to do so. The legal limit for alcohol in the body whilst driving a vehicle in the UK is 35 microgrammes of alcohol in 100 millilitres of breath.

The organisers may at their discretion exclude before, during or after practice or competition, any driver considered as possibly unfit by reason of health, consumption of alcohol and prohibited substances and exclude any driver found smoking whilst participating in the event.
26. **The use of vehicles in the paddock area** is not permitted unless towing a trailer for the purposes of transporting ancillary motor race equipment in the pit and paddock area, with special attention to no unlicensed riders on motorcycles or scooters in the paddock or any other part of the circuit land.
27. **Noise Control** - Checks will be carried out by MSUK Environmental Scrutineers at the entry to the assembly area. All competitors should note that noise testing will be carried out in compliance with Champs Regulations. Karts exceeding 102dBa static noise on race day noise testing may not be allowed on circuit.

Karts exceeding 98dBa drive by on the test day noise testing will be brought of circuit.
30. **Track Limits** - During races any Kart breaching track limits on more than 2 occasions will be given a Warning flag with their number displayed at the start/finish line. Any further breaches will be dealt with by the current MSUK penalty guidelines. Qualifying: ANY breach of track limits during a timed qualifying session may result in the removal of the lap time obtained at the end of the lap. This is regardless of the time set for that lap.
31. Would competitors please be aware that it is not acceptable to leave or abandon empty fuel/oil containers and tyres behind when leaving the venue. Such items are classed as hazardous waste. Do not put tyres and empty fuel cans in the general rubbish skips at circuit.
32. **GENERAL HEALTH & SAFETY:**

Championship Co-ordinators and representatives are asked to visually check garages and working spaces for the following:

 - a) Fuel is stored in suitable containers with lids away from sources of ignition.
 - b) Each competition car has one suitable fire extinguisher stored in a usable location (i.e., not in race transporter) and is both tested and in-date.
 - c) Floor/ground is kept clean & tidy
 - d) Waste is disposed of in identified bins & containers provided by the circuit. Waste must not be mixed or waste left around the site. In the event that the BMCRC is charged for such issues then the charge will be passed on to the championship concerned if the individual cannot be identified.
 - e) Old tyres must be taken away by teams/competitors unless the championship has arrangements with the tyre company (there will be waste disposal charge levied to the championship for any items which are controlled/hazardous that BMCRC and/or Circuit have to dispose of);
 - f) No trailing electrical cables that can cause electric shock or tripping hazard.
 - g) Waste/grey water from motorhomes must be disposed of in line with circuit requirements.

Please think of our good name and the possible damage it might do if we are blamed.