

# **SHENINGTON KART RACING CLUB LTD**

## **The ABkC National Open TKM Championships**

### **& the Shenington SuperPrix 14<sup>th</sup> & 15<sup>th</sup> June 2014**

#### **1. SPORTING REGULATIONS - GENERAL**

##### **1.1 Title & Jurisdiction**

Shenington Kart Racing Club Ltd – The ABkC National Open TKM Championship (TKM O Plate) and Shenington SuperPrix is organised and administered by Shenington Kart Racing Club Ltd in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the FIA), the Shenington 2014 Supplementary Regulations and where applicable the MSA Kart Race Yearbook 2014 Regulations and these Championship Regulations for the O Plate classes and the Shenington Club Championship regulations for the SuperPrix classes and any other final instructions issued by the organiser. It is the competitor's responsibility to ensure they have all these publications and have read them thoroughly.

Race Status.....National A Permit No. tba (ABkC 'O' Plate class for Junior TKM & TKM Extreme)

Race Status.....National B Permit No. tba (210 Short Circuit Challenge & 'O' Plate & 250 National Super 4)

Race Status...Clubman Permit no. tba (SuperPrix classes which are a round of the 2014 Shenington Club Championship, except for the gearbox classes)

##### **1.2 Officials**

1.2.1 Secretary of the Meeting Mrs Sonja Game

1.2.2 Eligibility Scrutineers Mr. Paul Klaassen

1.2.3 Club Stewards TBA

##### **1.3 Competitor Eligibility**

1.3.1 Entrants must be in possession of a valid MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must be fully paid up members of an MSA approved Kart Club affiliated to the ABkC and in possession of a valid MSA Kart License, minimum National A for the 'O' Plate classes in Junior TKM & TKM Extreme, minimum National B for 250 National Super 4 (novices not permitted) and minimum National B (Novice) for the SuperPrix classes & 210 Short Circuit Challenge, or in possession of a valid licence of the same grades and medical issued by MotorSports Ireland (H26.1.1/H26.1.5). All members of ABkC affiliated clubs are invited, ABkC permission has been given. Novices will be permitted in the SuperPrix and 210 National classes and will start from the back of the heats. All necessary documentation including ABkC club membership card must be presented for checking when signing on.

1.3.3 A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the event requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil entry for the Championship. A PG Entrant licence must be produced in accordance with U.14.1.5 if the driver is a minor.

1.3.4 Guest drivers will be allowed in 250 National Super 4 and may be eligible for any awards on the day but WILL NOT score points in the Championship.

1.3.5 Competitors may enter in both the TKM O Plate and SuperPrix classes but it is their responsibility to ensure that they are available for each race, the organisers take no responsibility and will not provide any delayed start.

##### **1.4 Registration**

1.4.1 The secretary of the meeting, to whom all entries must be sent is:

## **SONJA GAME, 16 GRAHAM ROAD, BICESTER, OX26 2HP**

Please enclose an SAE for acceptance of entry.

- 1.4.2 The entry fee for the TKM O Plate classes is £100.00, 250 National Super 4 is £95, SuperPrix & 210 National Classes are £90.00 (non-members of Shenington) / £75 (members of Shenington) plus an admin surcharge if applicable. There is no discount for TKM Clubman. Members fees do not apply to the TKM O Plate and 250 National Super 4. All fees include practice on Saturday 14<sup>th</sup> June. Practice will be available from 10.00 am to 15.00 approx. All cheques /postal orders should be made payable to SKRC Ltd. The club has the right to refuse any entry not accompanied by the correct fee or not on the correct entry form. Entry fees will only be refunded if withdrawn prior to the closing date, minus an administration charge of £5.00. Entries withdrawn after the closing date will not be entitled to a refund. Late entries may be admitted at the discretion of the competition secretary at an extra cost of £10. All competitors will receive one Saturday evening barbeque meal ticket.
- 1.4.3 Unofficial practice will be available on Friday 13<sup>th</sup> June 2014 at a cost of £45 (non-members) / £35 (members). All 'O' Plate competitors are expressly forbidden to practice or use the circuit in any type of kart on the Monday, Tuesday, Wednesday, or Thursday directly prior to the meeting. Any competitor reported or deemed to have done so by an official of the organising club or an ABkC official, may be excluded from that meeting
- 1.4.4 Entries open forthwith and close on Saturday 7<sup>th</sup> June 2014

### **1.5 Championship Rounds**

- 1.5.1 The ABkC O Plate championship will be held for Junior TKM & TKM Extreme and will be contested over one round on Saturday 14<sup>th</sup> & Sunday 15<sup>th</sup> June 2014. The 250 National Super 4 is as per their championship regulations issued by the NKF. The 210 Short Circuit Challenge is as per their championship regulations.
- 1.5.2 The meeting will take place at Shenington Kart Club, Shenington, Oxfordshire. The track measures 1018 metres direct drive, 1211 metres Gearbox, the number of corners are 10, the surface is tarmac and the track licence number is K/2014139.
- 1.5.3 The event will be organized by Shenington Kart Racing Club Ltd.

#### **1.5.4 Timetable:**

Friday	Unofficial Free Practice	09.40 – 16.30 approx
Saturday	Signing on and safety scrutineering	08.00 – 09.30
	Drivers Briefing 1	09.25 (all classes)
	Practice	09.40 – 15.00 approx.
	Scrutineering (O Plate priority)	14.00 – 17.00
	First heats	Times in programme
Sunday	Drivers Briefing	09.30
	Warm Up	09.45 – 10.30
	Heats & Finals	10.35/10.45 approx – 18.00
	Prize Giving	30 mins after the finals

All karts must be fitted with a TAG-Heuer transponder provided by the entrant at all times during practice and racing on Saturday and Sunday. This must be fitted in accordance with MSA Kart Race Yearbook Appendix 4 Section F. It is the responsibility of the driver to ensure that the transponder is working correctly, the signal is not obscured by chassis parts or bodywork and the battery is sufficiently charged.

### **1.6 Scoring**

- 1.6.1 Points in the heats will be awarded 0 for the winner, 2 for second, 3 for third and so on down to last place. A DNS, DNF or disqualification will take one point more than the largest start grid used in that class. From the heat points calculated as per Kart Race Yearbook App 4 Section E (points low) the top 26 drivers in each gearbox class (30 for direct drive classes) will progress directly into

- the A Final. The next 26 / 30 (30 / 34 if no C Final) drivers will go directly into the B Final, of which the top 4 finishers will take the last 4 positions on the grid for the A Final. Any further drivers will progress into a C Final with the top 4 finishers progressing onto the back of the grid for the B Final and so on. (For the direct drive classes the maximum grid size is 34.) The organisers reserve the right to cancel any final lower than the B Final if deemed necessary.
- 1.6.2 In the event of 2 or more drivers having the same points after all the heats are finished the driver who finished highest in their first heat will be awarded the higher grid position.
  - 1.6.3 If through force majeure the final in any class is not held, the result will be declared as per the grid positions earned for the A Final.
  - 1.6.4 Points for the 210 Short Circuit Challenge are as per their championship regulations.
- 1.7 **Awards**
- 1.7.1 All awards to be provided by Shenington Kart Racing Club Ltd. A full list of sponsors and any additional prizes will be provided to all entrants.
  - 1.7.2 Trophies will be provided at a ratio of 1 – 5 for overall positions. The winner in each ‘O’ Plate class will be entitled to use the ‘O’ Plate at all ABkC Clubs for 12 months, or until the 2015 ‘O’ Plate meeting for that class if earlier. Perpetual trophies remain the property of the ABkC and must be returned, in good condition, when requested. The top three competitors are obliged to collect their awards personally at prize giving, otherwise they are forfeit. The winner in each SuperPrix class will receive a perpetual trophy which remains the property of SKRC and must be returned in good condition when requested, and in any case prior to the 2015 SuperPrix.
  - 1.7.3 In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to Shenington Kart Racing Club Ltd in good condition within 7 Days.
- 1.8 **Entries**
- 1.8.1 In all classes there is a minimum entry of 10. For the race meeting there is a minimum entry of 100. In the event of either of these numbers not being met Shenington Kart Club and the ABkC reserves the right to cancel the meeting or amalgamate classes or not award the ‘O’ Plate or perpetual trophy.

## 2. SPORTING REGULATIONS – JUDICIAL PROCEDURES

- 2.1 **Rounds:** In accordance with Section C of the MSA Yearbook and the 2014 Karting Penalty table of mandatory penalties as appended to these regulations. The minimum action resulting from infringement of technical regulations arising from post race scrutineering or Judicial Action will be exclusion from the race or timed qualifying session, and the maximum action will be exclusion from the meeting, C3.5.1 shall not apply for minor infringements such as a driver being underweight or in the case of technical infringement due to an incident during a race, such as an airbox, exhaust etc, falling off. The penalty for these infringements shall be exclusion from the heat or final.
- 2.2 **Championship:** In accordance with Section C of the MSA Yearbook.
- 2.3 **Judges of fact** will be - the chief lap scorer (judging laps completed), the Start Line Officials (judging jump starts), the Chief Scrutineer (on technical matters), a Clerk of the Course judging start line speed, and one or more noise officials (judging kart sound levels).
- 2.4 For Friday practice, in the case of minors we require parents/guardians to seek permission from schools before absenting their children. This permission should be on the school’s stationery and signed by the headmaster. The organisers reserve the right to validate the authenticity of any document presented. Friday practice is NOT mandatory.

## 3. TECHNICAL REGULATIONS

All kart, general and technical Regulations to conform to relevant sections of the MSA Competitors Yearbook 2014, MSA Kart Race Yearbook 2014 and the ABkC Class Regulations contained therein, and for the 210 Short Circuit Challenge as per their championship regulations .

All class Regulations to conform to the MSA Kart Race Yearbook 2014 (Gold Book) except for 210 National approved class regulations KTE 2014-219 found on the MSA and ABkC websites, and that karts in the Formula 125 Open or 450cc 4-stroke Gearbox classes are not eligible.

### 3.1 Tyres

- 3.1.1 One set of slick tyres will be allowed per competitor for the 250 National Super 4, 210 National and SuperPrix classes (heats and finals), plus one front and rear as per class regulations. These extra tyres may only be allowed at the discretion of the event scrutineer if in his opinion either one front or one rear tyre is un-safe to use. **It is the competitors responsibility** to make sure that the scrutineer inspects a faulty tyre **before** leaving the parc ferme area. No extra tyre will be allowed after the kart has returned to the pit area. Excessive wear does not count for a replacement.
- 3.1.2 In the TKM O Plate classes entrants must purchase one set of slick tyres from the approved supplier, Spellfame, on the form provided and each entrant will then receive a random set at the meeting at the time on the timetable for the event. Tyres must be paid for before being issued. It is the entrant's responsibility in all classes to ensure that the tyres are marked or the bar-code logged on the scrutineering card and that the marks are in place at all times during the meeting.
- 3.1.3 For the TKM O Plate classes a parc ferme system will be used for slick tyres. At no time are competitors' tyres to go outside the parc-ferme except when going to the dummy grid, on to the circuit, or returning directly from the circuit or scrutineering area. Entrants must provide a separate set of tyres for all official practice and warm up.
- 3.1.4 For all classes entrants supply wet tyres but no more than one set of NEW tyres may be used. Wet tyres will not be parc ferme'd.
- 3.1.5 Approved tyre compounds will be lodged with an independent rubber laboratory for comparison purposes. Should any dispute over tyres arise, a competitors tyres may be taken and if proven to be illegal that competitor will pay the cost of the analysis. Tyres may be impounded at any time if the Clerk of the Course has reason to believe that the tyres do not conform to the regulations. Tyre tests may be carried out by a portable volatile organic compound (VOC) detector used to detect the application of illegal chemical substances applied to tyres, in contravention of MSA regulation U16.9.6 & U16.9.7, and if detected tyres will be impounded for further tests.

### 3.2 Fuel

- 3.2.1 Fuel as per MSA regulations. There is no designated control fuel for the 250 National Super 4, 210 National and SuperPrix classes but tests will be made.
- 3.2.2 For the TKM O Plate classes the only petrol allowed to be used during racing will be that petrol nominated by the championship organisers and supplied by WP Motorsport. This will be WP SP14 as supplied by WP in 10l cans. Regulation C4.1 to C4.2.1 applies.
- 3.2.3 The only addition to this petrol that is allowed is the addition of freely available brands of oil.
- 3.2.4 Testing of fuel will be carried out by WP Motorsport in accordance with D34.3.
- 3.2.5 If you have fuel samples taken for further analysis of additives (including oil), you will be required to make a written declaration to the scrutineer stating the make and type of oil that you have used in your petrol, and the ratio mix.
- 3.2.6 If your samples do not conform to your written declaration you will be excluded from the meeting and reported to the MSA and ABkC. .
- 3.2.7 A minimum of three litres to be available is recommended (U.16.18) but a minimum of 1.3 litres is mandatory to allow for comparison testing and/or analysis of additives (including oil).
- 3.2.8 The testing of fluids other than fuel will be carried out by taking three samples, each of equal volume, and labelled and sealed. One sample will be tested by an MSA approved official using approved test equipment in accordance with MSA approved procedures. The principles applied to the testing of fuel samples in D.34.3.2 to 34.7. will be followed as appropriate for the testing of such other vehicle fluids.
- 3.2.9 Competitors should be aware of MSA regulations D25.1.11. and C5.3.3 with reference to the costs involved in eligibility checking and note that these regulations will be extended to tests or checks made on fuel or tyres. Failure to pay these costs will result in the exclusion and/or being not permitted to enter any future ABkC championship. The only additive allowed to the fuel is freely available brands of oil. The use of any other fuel or additives will result in exclusion from the

event or as class regulations. If samples are taken you are required to provide the scrutineer with a written declaration of the make and type of oil used and the mix ratio with the fuel and the brand of the fuel.

### 3.3 **Scrutineering**

- 3.3.1 Pre race scrutineering will be on Saturday afternoon. Safety scrutineering will be held before Saturday practice.
- 3.3.2 Engines or chassis may be sealed at any time, and you may be requested to fit special nuts to your equipment for this purpose. This does not preclude the Scrutineer's right to fully dismantle the engine or components if required. Should it be found that the chassis, engines or seals do not comply with the above requirements, or that the tyre markings or bar codes, are missing or incorrect, it will be considered to be a matter of fact for which there will be no appeal. It is the responsibility of the competitor to ensure that a seal or mark is not missing or damaged. No seal can be replaced if the kart has left parc ferme. The Clerk of the Course will hold a hearing and the minimum penalty may be exclusion from that race or timed practice session. In the case of the minimum penalty the provisions of C3.5.1 would not apply.
- 3.3.3 Any time during the meeting you may be requested by the Eligibility Scrutineer to remove any component from your engine or kart, which will be sealed and held by the scrutineer, and replace it with a standard homologated unit, that will be given to you by the scrutineer, for use for the remainder of the meeting. The said unit is to be returned in good working order at the finish of the meeting, when your unit will be returned, unless it is impounded by the scrutineer for testing.
- 3.3.4 **All Competitors** will be given a scrutineering card. It is their **SOLE** responsibility to fill in this card correctly and to hand it to the Scrutineer with all engine logbooks. This card **must** contain the following information:- Drivers name, class and race number, the unique chassis number, each engines unique number and the numbers of any chassis or engine seals used and the bar code numbers of the 4 slick tyres being used for the meeting. The driver and if under 18 the entrant must sign the card. It must be stressed that both the correct completion and handing in of this card is the sole responsibility of the competitor. These cards will be the only method used to check that each competitor is using at all times the equipment declared and presented by him/her at pre race scrutineering. At any post race scrutineering the chassis, engine and seal numbers (if used) must be those stated on the scrutineering card. Should it be found that the chassis or engines do not comply with the above requirements it will be considered a matter of fact for which there is no appeal. Any competitor protesting an engine or chassis, will be responsible for any costs incurred during both stripping down and rebuilding.
- 3.3.5 Prior to the first heat or Sunday warm-up (whichever is earlier) commencing a driver may substitute an engine and/or chassis after obtaining the permission of the Chief Scrutineer. During the meeting should a chassis be damaged beyond repair on the recommendation of the Chief Scrutineer and at the discretion of the Clerk of Course a second chassis will be permitted.

## 4. SPORTING REGULATIONS – RACE MEETING PROCEDURES

### 4.1 **Races**

- 4.1.1 There will be three heats and at least one final for each competitor, subject to 1.6.1. The races for the TKM O Plate classes & 250 National Super 4 will be longer than the SuperPrix & 210 National classes. Starts for Gearbox classes will be standing starts.
- 4.1.2 Any karts involved in incidents resulting in damage must be re-presented to the scrutineers before continuing in races or practice.
- 4.1.3 Parc Ferme/Closed Grid System – A Closed Grid system will operate in the TKM O Plate classes for Heats and Finals. The exact procedure and format will be issued on the event timetable or during the Drivers' Briefing and will be as 4.1.4 to 4.1.17 (applicable to TKM O Plate only)
- 4.1.4 All areas of the system will be considered as Parc Ferme and all rules relating to Parc Ferme will apply.
- 4.1.5 Entry to Parc Ferme will be only allowed to Pass Holders of the class currently preparing to compete. Identification will be issued to one mechanic per competitor. Other competitors wishing to gain access must seek permission from the chief scrutineer or his designated deputy.

- 4.1.6 Approximately 20 minutes prior to a race start the Pre-Race assembly area will open. This area will contain a clock showing the official meeting time. Karts will be taken into the area with only the driver and one mechanic who must both show passes to the gate marshal. If the pass is not shown then access will not be granted.
- 4.1.7 Each driver/mechanic will make their selection of tyres and collect them from the tyre desk. Should there be a change of mind then the set drawn must be returned before the other set is taken. Karts should then be prepared for racing with competitors/mechanics making all final adjustments.
- 4.1.8 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.
- 4.1.9 No adjustments except to tyre pressures (additional air cannot be added) will be allowed on the Dummy Grid.
- 4.1.10 When there is approximately 7 minutes to the race start time a warning will be sounded. After a further 4 minutes (approximately 3 minutes to race time) a further warning will be sounded. 1 minute after that final warning (approximately 2 minutes to race time) the gate to the dummy grid and the tyre distribution will close.
- 4.1.11 Any kart or driver who has not left the Pre-Race assembly area before the gate is closed will be placed at the rear of the grid for a race.
- 4.1.12 Once the kart has entered the dummy grid area the driver/mechanic must position it on to their grid position or as directed by the grid marshal.
- 4.1.13 Once again it should be emphasized that no adjustments except to tyre pressures (additional air cannot be added) will be allowed. Any infringement of this rule will result in the competitor not being placed at the rear of the grid for a race.
- 4.1.14 Should a competitor wish to make further adjustments then he may return to the Pre-Race assembly area (if it is not closed), but will then be subject to the rules as detailed in 2.2.4.1 above.
- 4.1.15 Once the race is ready to start the karts will come under starters' orders and be released on to the circuit in the normal manner.
- 4.1.16 In the case of a meeting state being changed from either Wet or Dry prior to the grid departing, an appropriate amount of time will be allowed for the driver/mechanic to change their tyre choice. The Clerk of the Course will make a decision on how long is permitted and advise all competitors for the race of his decision and the revised time of race start.
- 4.1.17 Competitors will be either in the Pre-Race assembly area or will return there from the Dummy Grid. A new race time will be announced and the procedure as per 2.2.4.1 and 2.2.4.2 will be followed. It should be emphasized that if the meeting is running as an Open Meeting then no additional time will be allowed. Only one kart is allowed in the Parc Ferme area.
- 4.1.18 Once taking the Chequered Flag drivers are required to slow down progressively and safely and proceed to the weighing area or parc ferme as directed by a marshal with no overtaking.
- 4.1.19 Results: All times/results will be published as soon as possible after each timed practice/race and displayed on the notice board at Race Control. All timed practice timesheets, grids, race results are deemed to be provisional until all vehicles are released by Scrutineers after post practice/race scrutineering and/or after completion of any judicial or technical procedures and including any tests on fuel or tyres.
- 4.1.20 Competitors must use allocated race numbers during ALL practice sessions and races. These must be displayed on all four sides of the kart.
- 4.1.21 The scales provided for competitors use are deemed correct on the day.
- 4.1.22 After any race all TKM O Plate drivers and any others directed must go to the Parc Ferme area as per MSA U8.1 & U8.1.1. Any driver and kart directed or requested by an official to go into the weighing/scrutineering area, should not leave this area without the specific permission or instruction of the Series Scrutineer, or any person designated to do so in his absence. In the case of drivers under 18 years of age, we would suggest the entrant satisfy himself or herself that this permission has been given. The minimum penalty for any driver or kart leaving this area without permission will be exclusion from the race/timed qualifying.
- 4.1.23 No person or persons, other than the driver may enter the weighing/scrutineering area, until instructed to do so by a scrutineer. Failure to comply could result in judicial action being taken against their driver.
- 4.1.24 Shenington Supplementary Regulations apply.

## **5. COMPETITORS PROMOTIONAL OBLIGATIONS**

- 5.1 Competitors may be required to carry sponsors badges, which will be supplied and must be fitted to competitors race suits. Competitors may be required to have video cameras on their karts supplied by the organisers or video producer, no other on board cameras are permitted. The images produced are the property of the organisers.
- 5.2 Competitors may be required to display sponsors decals / stickers, which will be provided, on their karts, helmets and visors in a position as requested by race officials. ABkC decals will be supplied to the TKM O Plate & 250 National Super 4 entrants and must be placed underneath front number plates, ABkC visor strips will also be supplied and must be worn on helmet visors in these classes with no other visible.
- 5.3 Competitors in the top three positions must present themselves for the podium prize-giving in their race suit and if requested by the organisers wear only the hat provided.
- 5.4 Competitors may be required to take part in further promotional activities during the event.
- 5.5 Failure to comply on request to 5.1, 5.2, 5.3 or 5.4 could result in immediate exclusion from the event, or forfeiture of any prize or award.
- 5.6 Tobacco related advertising is forbidden on karts, drivers or mechanics apparel. It is a condition of acceptance of entry that a driver will, when so directed, by the Chief Scrutineer or his deputy, carry mini-video cameras and recording equipment upon their kart. Film or video of any part of the event for commercial purposes is forbidden, unless with specific written permission of the organisers.
- 5.7 By countersigning as parents/guardians/guarantors of minors they agree that they have no objection to still or moving images being taken of the driver / volunteer official undertaking their sporting activities.

## **6. SHENINGTON SUPPLEMENTARY REGULATIONS**

Attached – as normal meetings

### **Appendix 1: 2014 Table of Mandatory Penalties**

The following penalties are as defined on the Clerks Decision Notification and accompanied by the Clerks Decision Notification Explanations issued by MSA. These are mandatory penalties.

INFRINGEMENT / DESCRIPTION		PENALTY
(C)2.3.3.	Gaining an Unfair Advantage	5 place or 1 lap Penalty
(C)1.1.5.	Driving in a manner incompatible with general safety	Race Exclusion
(C)1.1.5.	Driving in a manner incompatible with general safety - Aggravated Contact	Meeting Exclusion & Referral to Meeting Stewards
(C)1.1.6.	Contravention of flag signal <u>before or after Race</u> - ¼ Black/Yellow / Yellow	5 Place Penalty
(C)1.1.6.	Contravention of flag signal <u>during Race</u> - ¼ Black/Yellow / Yellow	Race Exclusion
(C)1.1.6.	Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
(C)1.1.6.	Contravention of flag signal - Black Flag (ignored more than once)	Meeting Exclusion
(C)1.1.9.	Abusive Language, Behaviour or Assault -	Race Exclusion (4 points) & Referral to Meeting Stewards
(C)1.1.9.	Abusive Language, Behaviour or Assault - <u>Serious</u>	Meeting Exclusion (6 points) & Referral to Meeting Stewards
(H)33.1.3	Failure to attend Drivers' Briefing	Fine of £50.....
(H)33.1.4	Failure to obey an Official of the Meeting	Race Exclusion (4 points) or Meeting Exclusion (6 points)
(C)3.1.1.	Scrutineer Non-Compliance Report, vehicle or component ineligible	Race Exclusion or Meeting Exclusion
(U)17.29	Underweight	Race Exclusion
(U)8.1.	Failure to report to Scrutineering	Race Exclusion or Meeting Exclusion

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Clerk issuing penalties against other breaches of regulations as defined in (C)2.1.