

# Wisbech & District Kart Racing Club



## 2024 Handbook

# **Race Dates 2024**

**21st April**

**19th May**

**16th June**

**6th & 7th July**

***British Championship***

**21st July**

***John Hornigold Memorial***

**18th August**

**22nd September**

***GP Meeting***

**20th October**

***The Final***

# Welcome

We would like to welcome drivers new and old to the 2024 race season.

We've got some new rules which were brought up at the AGM meeting so please make sure you have a thorough read through this handbook, so you are aware of these.

We look forward to a year of safe and enjoyable racing.

## **Committee**

*Chairman:* Kevin Jackson

*Vice Chairman:* Alex Freeman

*Treasurer:* Heidi-Jayne Halls

*Club Secretary:* Michelle Jackson

## **Members:**

Andy Coleman

Ben Halls

Colin Halls

Craig Coleman

Lewis Fountain

Luke Elwood

# Club Rules

1. All members shall conduct themselves in a manner that in no way reflects badly on the club. This shall apply on or off the track. Kart racing is a non-contact sport.
2. All pit areas shall have their own fire extinguisher at all races.
3. No karts may be driven anywhere other than on the track or the test strip provided.
4. All members shall conduct themselves in a safe manner in the pit area.
5. All complaints at the race meeting should be addressed to the Start marshal / race observer, The driver must do so in writing or email. To make appeals you must apply to the committee before the next meeting. The committee's decision shall be final.  
Race observers can consult marshals, and committee members if required. Observers will deal with drivers on a one-to-one basis, (Juniors will be spoken with the parent or guardian by the race observer).
6. More than one driver may drive a kart, but each driver must sign in and pay via BACS to the club account or cash and card on the day. Points will be awarded to each driver, but each driver must be a full club member. You are not permitted to swap numbers and race a different kart, but a change of engine is permitted. If a driver has two karts, they can only have one at anyone meeting in a class.  
They can race in different classes.
7. All races shall consist of a minimum of 5 laps; the race shall cease upon the leader completing the required number of laps. All competitors taking the chequered flag thereafter, providing their kart is mechanically propelled, will receive their relevant position points.

# Club Rules

8. All novice drivers will be required to display a plain white number plate or a white flag on the rear of their kart for a minimum of three meetings. You must also start at the rear of the grid for the first three meetings.
9. Points will be awarded for each race as follows:
  - 1st - 20.
  - 2nd -18
  - 3rd - 16
  - etc. down to two points.

The championship season consists of 6 meetings. Plus, the The Grand Prix meeting to be held in September also contributes points towards the championship total. (Seven Championship races in total.) All drivers are to 'drop' one meeting of their choice. (This is usually the meeting with the least points.) Ten laps at the end of the day of the Grand Prix and eight laps for the juniors in September.

10. No loose clothing whilst practicing or racing.
11. No seat belts or straps of any form will be permitted.
12. Long hair must be hair netted or tucked inside your race suit at all times whilst in the kart.
13. Protective race suits must be worn (Crash helmet, gloves, goggles, suitable footwear and overalls) and should cover your eyes, arms and hands at all times whilst in the kart. They must be firmly fixed by the means provided on them. Failure to comply will result in automatic disqualification from the race. Crash helmets must be road legal.

# Club Rules

14. All drivers must assemble in the waiting area until the track is cleared and are called on to the track by a starting marshal or other official.
15. From the waiting area drivers will proceed on a warmup lap or to the starting grid and any karts not fired up ready to race will be deemed to be non-competitive.
16. In the event of spinning out and stalling etc. after the race has started no outside assistance will be permitted, except junior 70cc, 90cc & 125cc classes. Any kart stalling on the start line prior to the start of the race will start from the back of the grid. Any driver who stalls a second time will be disqualified, with the exception of the junior class. A driver who assists a stalled kart may resume his grid position.
17. All matters of safety regarding the construction of karts shall be left to the discretion of the Safety Officer.
18. In the event of a breakdown on the track the driver must push the kart to a position where it is in no way obstructing other competitors. Any kart that has broken down must be removed from the track at the end of the race as quickly as possible.
19. 70 & 90cc junior class engines must be to the specification and club rules as shown on the web page and handbook.

# Club Rules

20. The club reserves the right to question and inspect any entered driver and their kart should the committee only, unanimously decide a mechanical advantage has been gained.
- Anyone wishing to have a fellow competitors engine stripped for a rule breach:
    - Request to the attending Clerk of the course.
    - Pay a non-returnable sum of £100.00 to the club.
    - Should the engine be found to be in breach of club rules. The kart and driver will be removed immediately from the event, and they will be notified in writing of the ban they will occur.
    - £50 will remain with the club and £50 will be returned to those making the request.
    - Should the engine be found not to be in breach of club rules.
    - £50 will remain with the club and £50 will be paid to those forgoing the inspection.

## **Black Flags**

- To include flat tyres side bars or any safety Issue.

- **70cc 90cc Engines**

No chinese tuned engines to be used in either class but will accomidate a class.

# Club Rules

21. All karts must be fitted with an effective kill-switch or button; this must be easily accessible to both driver and marshal.
22. All signed-in drivers will be ineligible for the mechanics race.
23. All fuel used must be unleaded and commercially available at the roadside filling stations. All other fuels/additives are illegal.
24. MARSHALLING  
Racing will not commence until sufficient flag marshals are recruited. Where no permanent marshals are forthcoming the first second and third winners of each class will marshal or get someone to cover for them if you fail to do this you will get your points for that race deducted, junior drivers parents will be included but during their races a parent or mechanic will be expected to assist around the track as extra marshal/observers.
25. Any person winning an annual trophy for a third time is not allowed to keep the trophy but will be awarded a suitable replica.
26. Goggles and visors must be worn to start all races (visors fully closed). If they are removed during the race (due to extreme weather conditions only) this is at the drivers risk.
27. If there are more than fifteen karts signed in for one race class we will be split it into two equal races. Grid will be split on the day as per printed grid sheets.
28. Deliberate racing outside cones will be penalized and could result in a black flag.
29. The season consists of all points scored (as 7 meetings) count towards final championship results.
30. A Hi-Viz vest must be worn by all non-drivers entering the race area.



# Club Rules

31. Neck braces are compulsory for under 16's.
32. Members of the club are expected to take an active role in helping the running of the race day, otherwise action may be taken.
33. Parents of the junior classes are allowed into the field during racing but must disperse to all areas of the track to assist junior drivers should the need arise and must have a Hi Vis on. This will be monitored.
34. All classes race positions will rotate as preprinted Grid Sheets which will be on display at each meeting. The number of karts in a race will be determined by the number of signed in drivers per class, any retirements etc. will not change the above formula.  
Start line and Grid Rules.  
Any jump start will be decided by the race steward and start marshal (Their word will be final). 70 & 90 class drivers will be warned and left to re start in same grid position. All other classes offending driver will start from rear of grid. The race deemed started once the union flag has been dropped by the race starter. If a kart stalls once the flag has been dropped, the race is to continue. If a kart stalls before the race starts, the race will be aborted if possible and the offending kart to the back of the grid.

## **SAFETY CHECKS**

This will be done by a committee member or an appointed Person, brake test will be performed.

## **DRIVERS BRIEFING**

This will be done in the pit area of the field.

# Race Day Regulations & Rules

## RACE DAY FEES

Adults: £20    Juniors: £15

### Annual Membership

Adults: £25    Juniors: £15

### One Day Membership

£10 + Race Day fee

Drivers can sign in from 9am.  
Racing normally starts at 10/ 10.30am

**The 70cc age range** - Recommended 6 -11 Years inclusive.  
C70 engines untuned (Green plate with white numbers)

N.B Drivers are required to turn 6 within the race calendar year. April to October

**The 90cc age range** - Recommended 9 -15 Years inclusive.  
C90 engines untuned (Blue plates with white numbers).

**125cc 4 Stroke Juniors** 12 -16 Years inclusive with minimum 2 years' experience and/or committee consent.

While the club suggests age group categories, we warmly welcome all drivers of any age to reach out to the club. By combining experience, heritage, and confidence, we can collectively make informed decisions.

Must be Honda CBR125 or Honda Sonic125 engine only, tuning allowed. Ignition system to be kept standard as per bike, no alternatives to ignition including CDI. Starter motor must be fitted and operational. Standard CBR carburettor, Jets are free.  
(Red plates with white numbers)

**125cc 4 Stroke Seniors**, 16 Years and over. Must be Honda CBR125 or Honda Sonic 125 engine only, tuning allowed. Ignition systems to be kept standard as per bike, no alternatives to ignition system including CDI. Starter motor must be fitted and operational standard CBR carburettor; jets are free .  
(red plate with white numbers)

**250cc 4 stroke.** Any single or twin cylinder 4-stroke production engine up to 250cc. Maximum standard power output 33bhp. Below for excluded engine list. No competition derived engines allowed. If in doubt of engine suitability contact committee before building kart. Minimum age 16 years.  
(Green plates with white numbers)

*Excluded engines in 250 4-stroke classes: - Honda CRF-R, CRM or any derivatives. Kawasaki KXF or any derivatives, Suzuki RMZ, RM or any derivatives, Yamaha WR, WRF, YZF or any derivatives.  
No Beta, Gas, KTM, TM, or Husqvarna.*

**125 open.** Minimum age 16 years. To include all 2 stroke air and water-cooled engines to a maximum of 125cc and also competition 4 strokes of 250cc over 33bhp  
i.e. Honda CRF-R, CRM or any derivatives.  
Rotax max, WR, WRF, YZF, KTM (yellow plates black numbers)

**250 open.** To include all single or twin 2 stroke and 4 stroke engines up to 250cc Minimum age 16 years with 3 years racing experience otherwise 17 years old. (Red plates with white numbers)

All engine capacities shall be allowed to exceed the stated size up to the maximum of 1.0mm overbore.

- Where there are less than 6 entries the club reserves the right to run the smaller entry in the class above, with the exception of the junior class.
- Whatever the number they will race on their own.

While the club suggests age group categories, we warmly welcome all drivers of any age to reach out to the club. By combining experience, heritage, and confidence, we can collectively make informed decisions.

# Kart Specification

## GENERAL SPECIFICATION

Overall width not to exceed 50"/1270mm.

Overall length not to exceed 78"/1982mm.

Pneumatic tyres must be fitted all round and not exceed 14" in diameter with a maximum of four wheels per kart.

Grass tyres must be 13x5.00/6Duro HF213 or Deli Tire 13x5.00/6

An efficient braking system must be fitted and operate on at least the rear axle or both rear wheels.

An efficient silencer must be fitted and contained within the limits of the kart and must point downward.

The lower edge to be level with the chassis. The height of the roll bar should be at least 50mm, 2" above the driver's helmet when seated and a stay bar from the chassis to roll bar joining a maximum of 100mm/4inches from the top of the roll hoop.

No plastic front bumper or plastic side pods on the kart.

An adequate chain guard must be fitted at all times.

Four number plates must be fitted, one at the rear, one at the front, and one each side.

All number plates to be a minimum of 9"/229mm square and be made of plastic showing figures no less than 6"/152mm high and 1"/25mm wide. All numbers must be clearly visible. These should be mounted above the height of the seat back.

Mud flaps must be fitted to the rear bumper. Minimum of 9"/229mm square. Side protection bars must be fitted on both sides. The lower rail should be fixed at the chassis height, protrude horizontally and not rise more than 1"/25mm in height. It should protrude no further out than the outside edge of the tyres and to a minimum of 75% of the void between front and rear wheels.

Petrol taps must be fitted to the tank or fuel hose so flow to engine can be stopped.

A second fixing on to the steering column above and below the nylon support boss. Like a locking safety ring or jubilee clip.

All components to be securely attached and free from jagged or sharp edges.

### **BACK BAR SPECIFICATION**

In respect to the WDKRC's Health and Safety Policy, it has for some time been a club requirement that the specification for the back bar or roll bar is to extend to a minimum height of 2 inches for all karts. This should be (50mm) above the height of the drivers head whilst the driver is seated upright in the kart with head back and helmet on.

The back bar of the kart needs a roll bar made of high-quality materials to provide maximum protection in case of a rollover. An additional support is necessary for all roll bars. This support may be provided by two supports connected to the chassis on both sides or by a central support fastened to the chassis behind the seat. The single support should be positioned within 100mm from the top of the loop.

No kart will be allowed to race at a WDKRC meeting unless this specification is met. This will be checked at the point of race by the Safety Officer.

If your kart fails to meet the specified requirement, you will be given the opportunity to correct it before racing.

Minor issues you will be able to race and given 1 meeting to correct with the discretion of the committee.

# 70cc & 90cc Kart Specifications

**ENGINE:** Genuine Honda C70/90CC. Any model numbers as Honda GB and Haynes Manual.

No chinese tuned engines to be used in either class but will accomidate a class.

**GEARBOX:** Standard gearing as Haynes manual. 3 speed only.

**HEAD & CYLINDER:** Head must be genuine Honda C70/C90 Standard parts. The cylinder can be a patent part but must be standard. (ie: bore, stoke, inlet, and outlet) Bore and stroke as Haynes manual. 1.00mm maximum overbore allowed.

**CRANKSHAFT:** Genuine Honda standard part to Haynes manual tolerances. No racing or performance camshafts allowed.

**VALVES:** Standard Size valves, patent part can be used, no oversize valves or multiple cutting to valve seats allowed.

**PISTONS:** Standard parts only, patent parts can be used, size as Haynes manual maximum oversize 1.00mm.No racing or performance pistons allowed.

**INLET/OUTLET PORTS:** Must remain standard size, no porting allowed, polishing allowed but cast marks must be visible.

**INLET MAINFOLD:** Optional but bore must be standard for each class. Heat shields optional.

**EXHAUST:** MUST point downwards.

**CARBURETTOR:** Carburettors C70 -17mm only & C90-19mm.

Pattern or copies allowed. Downdraft carburettors allowed on C70 models float height optional Needle and position optional jets optional choke mechanism.

Bore of carburettor must be to Hayes manual.

**GENERAL:** Outer casing and covers can be non-genuine parts; these are cosmetic only and must not enhance performance in any way. No oil coolers allowed, no performance enhancing parts to be used. All internal engine parts and gaskets may be genuine Honda or standard patent parts, to tolerances as stated in the Haynes manual.

**IGNITION SYSTEM:** Points or CDI allowed and can be genuine or standard patent parts, no electronic, performance enhancing or racing systems allowed CDI unit's 12000-rpm maximum. Standard flywheels only. Woodruff keys must be standard (not cut, filed, or stepped) and must be fitted. Ignition timing must be set as Haynes manual and can only be adjusted to suit cam bearing wear on points models. Coil/condenser to be standard genuine or patent part 6volt or 12volt charging system optional. No battery ignition allowed. Electric starters allowed on C90's.

**AIR FILTER:** Optional.

**OIL TYPE:** Optional.

**OIL ADDITIVES:** Optional.

**FINAL DRIVE PINION:** Optional.

**KICK START:** Optional, this includes shaft and gear.

**SPARK PLUG:** Optional, racing plugs allowed.

**FUEL:** Unleaded, from petrol station. No fuel additives allowed.



# Winners

## Committee Awarded Trophies 2023

**Junior Sporting Driver of the Year:** Charlie Coleman

**Sportsman of the Year:** Luke Schooling

**Best Prepared Kart:** Ryan Lynn

**Pairs Trophy Winners:** Henry Doades & Alex Freeman

**Highest Point Scoring Junior:** Henry Doades

**Presidents Cup:** Terri Barwell & Heidi-Jayne Halls

**Best Track Side Support & Assistant =** Marion Winch

**Scott Trophy (*Novice of the Year*):** Thomas Halls

**Senior of the Year:** Gary Munns

**Highest Points Female Driver:** Rhianna Regan

**Ernie Bennet (*Most Promising*):** Seb Ellwood

**Mike Smith (*Highest Point Scoring Senior*):** Rhianna Regan

**Senior Sporting Driver of the Year:** Arron Smith

**The John Hornigold Memorial Seniors**

*(Highest points John Hornigold Race Meet):* Andy Coleman

**The John Hornigold Memorial Juniors**

*(Highest points John Hornigold Race Meet):* Tommy-Lee Jackson

# Winners

## Grass Championships 2023

### 70cc

1st Henry Doades  
2nd Connor Gipp  
3rd Tommy-Lee Jackson

### 90cc

1st Ryan Lynn  
2nd Cody  
Bocking 3rd Ben  
Holland

### 125/4 Juniors

1st Joe Bezkorowajnyj  
2nd Seth Doades  
3rd Charlie Halls

### 125/4 Senior

1st Rhianna Regan  
2nd Arron Smith  
3rd Evie-May Bocking

### 250/4 stroke

1st Kevin Boyden  
2nd Lewis Fountain  
3rd Andy Coleman

### 250/2 stroke

1st Matty Hempson  
2nd Alex Freeman  
3rd Bradley Galley

# Flags



**UNION FLAG** — The start flag.



**YELLOW FLAG** — SLOW no overtaking proceed with caution.



**BLUE FLAG** — Beware of faster driver about to overtake you.



**RED FLAG** — All karts must stop immediately. If the RED FLAG is raised, it must remain up, even if it is thought that it was originally raised in error, once up stays up.



**BLACK & WHITE DIAGONAL FLAG** — used to warn drivers of bad driving.



**BLACK FLAG** — If this is displayed to a driver it means you must return to the pits at the end of the lap they just started & report to the race observer.

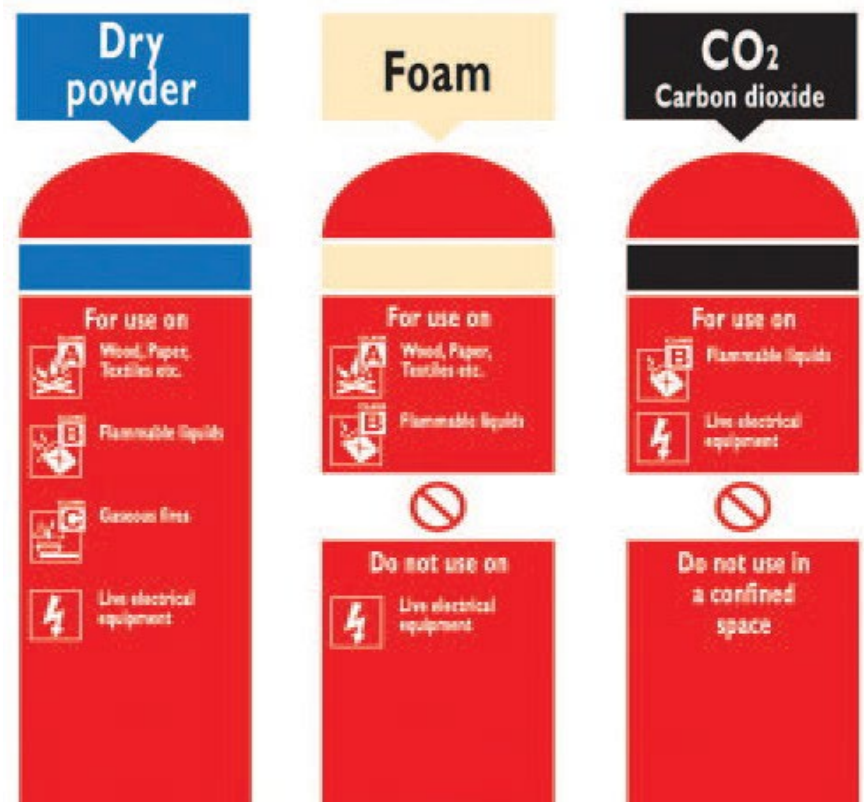


**CHEQUERED FLAG** — Is shown to announce the end of the race.



**RED CROSS FLAG**  
Marshal summoning first aid or ambulance.

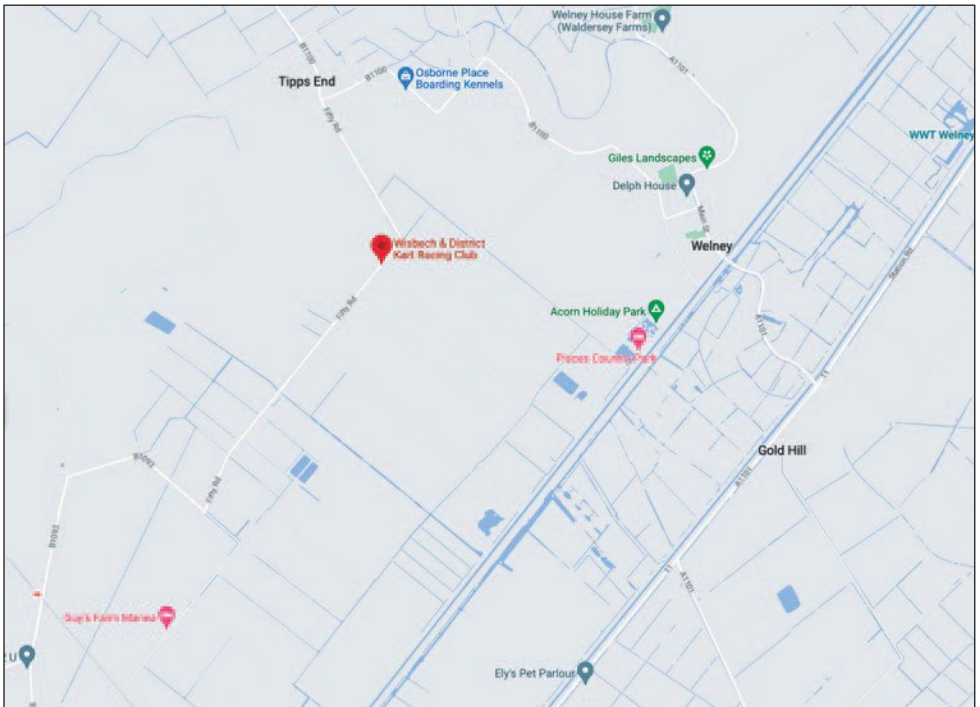
# The three Fire Extinguishers that we accept at WDKRC



# Where to find us



**Wisbech & District Kart Racing Club**



**12 Acre Field, Fifty Road, Manea  
Cambridgeshire PE15 0HN**

**[www.wdkrc.co.uk](http://www.wdkrc.co.uk)**

 **Wisbech & District Kart Racing Club**

 **Instagram WDKRCLUB**