

# OWNER DRIVER OPEN TESTING CODE OF CONDUCT & Circuit Regulations V1.0 January 2025

**Please remember that the Karting North East circuit manager has overall responsibility for the safe operation of the circuit, the safety of our customers and the employees of the company. Please seek their advice and accept their decisions as they have the responsibility of compliance with the guidelines, legislation and agreements that cover the circuit.**

## 1) Standards

- i) Prior to set up please check with reception on which pit lane will be used.
- ii) **All drivers** must **sign in and pay** for testing prior to set up & going on to the circuit. An adult will need to do this for anyone under the age of 17 years old.
- iii) **All Drivers must be a paid up member of Warden Law Kart Club to test or race at Warden Law**
- iv) A sticker will be issued that must be displayed on the karts Nassau panel **next to the number** when on track.
- v) Please note a number must always be displayed on the kart to allow for identification on circuit. – These may be available to buy from Hunter Motorsport.
- vi) **New drivers** must make reception staff aware, on arrival, that they have never used the facilities at KNE with their own kart before.
- vii) A novice, inexperienced or young driver should not drive any kart on the circuit without having full knowledge of the flag system (Appendix 1) and what to do in the event of a breakdown on track.
- viii) **It is the driver's (or guardian's if the driver is under 17) responsibility to ensure the kart is fit for purpose and you/driver understand the circuit procedures before starting a session.**
- ix) It must be understood that all owner drivers take part at their own risk. No personal injury insurance is provided by the circuit operators for participants.
- x) Any driver/mechanic/guardian suspected of being under the influence of alcohol or drugs will be asked to leave the premises.
- xi) A driver must always drive with care, looking well ahead and within safe limits relating to their skill level and that of other drivers on the circuit. It must be remembered that you are testing / practicing but NOT racing. As a result, you should give other karts plenty of room and overtake only when it is safe to do so. The responsibility for safety ALWAYS remains with the driver!
- xii) **If you are deemed to be racing you will be black flagged!**
- xiii) The kart must be pushed to and from the Parc Ferme/Dummy Grid from the paddock. (No driving anywhere on site other than the circuit or pitlane)
- xiv) When on the circuit a driver must obey all signals (flags/lights) issued by marshals/KNE staff.
- xv) Everybody under 17 years must always be supervised by a responsible adult.
- xvi) When leaving the circuit, a driver must make a clear signal i.e. by clearly raising one arm and move well off the racing line before exiting the circuit.
- xvii) Practice time will be split into separate sessions when deemed appropriate by KNE staff based on numbers/experience/kart class. This will be communicated via PA and/or a running order displayed in the pitlane.

## 2) Equipment

- i) When on circuit a driver must wear as a minimum:
- ii) All drivers should wear a race suit helmet, race boots and gloves. Full-faced helmets should be to a minimum standard of European standard ECE 2205 or ECE2206, but it is recommended that helmets are to MSUK standards as set out in the MSUK 2025 NCR.

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### 3) **The Kart**

- i) The kart must conform in all ways with MSUK kart regulations and classes. For further information visit [www.motorsportuk.org](http://www.motorsportuk.org) and must be one of the following classes:
  - a) All Rotax, All IAME, Honda Cadet 160/200, Honda Inter 200, Junior, Bambino, KZ2, DD2 –
  - b) ProKart & Junior ProKart to standards set out in either the WLKC Championship or BPEC regulations.
- ii) Driver's must be the correct age and weight for the class of kart driven as set out by Motorsport UK.
- iii) **THERE IS STRICTLY NO REFUELLING, LUBING OR KART REPAIRS TO BE DONE IN THE PARC FERME/DUMMY GRID/PITLANE.** Anyone found to be doing this will risk a circuit ban. The person fuelling must not be smoking/vaping and have a fire extinguisher on hand.
- iv) Lead or ballast must be attached to the kart with a minimum of 2 mechanical fixings. Do not exceed 25kg of ballast without prior agreement in writing from KNE.
- v) Silencing of Karts – All karts must always comply with levels defined in the Motorsport UK Regulations and additional regulations given.
- vi) **IT IS YOUR RESPONSIBILITY TO ENSURE THE KART IS FIT FOR PURPOSE AND MEETS THE REGULATIONS STATED. IF A MEMBER OF STAFF NOTICES AN ISSUE WITH YOUR KART YOU MAY BE BLACK FLAGGED OR NOT ALLOWED TO PARTICIPATE.**

### 4) **Recoveries (Main Track)**

- i) Bambinos & Cadets – The driver must try and get their kart to safe position if possible. Once the kart has come to a stop the driver must stay in their kart and raise their hand in the air. A KNE marshal will go over to the driver, parents and mechanics are not allowed on the track whilst a session is in progress. If the marshal can get the kart going again within two tries, they will, if not they will walk the driver back to the pitlane. The driver must keep their helmet on. Once the session is over a parent or mechanic must recover the kart but only once they have been given permission from Race Control.
- ii) Juniors/Seniors & Prokarts – The driver must get the kart to a safe position. Ideally by staying in the kart and driving it there but if that is not possible, they will have to push the kart to a safe position. Once the kart is in a safe position the driver must go to the closest marshal hut and wait until the end of the session. The driver must keep their helmet on. THEY MUST NOT WALK BACK TO THE PITLANE UNESCORTED MID SESSION. At the end of the session once the circuit is under red flags/lights, the driver can leave the marshal hut and recover the kart. They can ask for assistance from their mechanic or another person with them, but they must get permission from Race Control before the extra person can go onto the circuit.

### 5) **The Circuit & Paddock**

- i) Please see attached circuit/paddock diagram for the whereabouts of facilities.
- ii) Do not move any tyre barriers or interfere with any barriers or safety equipment without the permission of the member of staff supervising the circuit. This particularly applies in the pit lane area!
- iii) Do not drive karts through the car park or paddock at any time. Either use a kart trolley or push the kart to ensure the safety of pedestrians. Karts must not be left running while on a trolley.
- iv) Please do not leave karts on trollies in the pitlane or parc ferme area, as this poses a risk to karts driving through the area.
- v) Trollies are not to be left in dummy grid/parc ferme, move them to the designated trolley park
- vi) Please do not block any gates or access points
- vii) Smoking or vaping/electronic cigarettes on the dummy grid, circuit, hire kart pitlane/pit wall or parc ferme is prohibited.
- viii) **AT NO TIME MUST YOU ENTER THE TRACK UNLESS AUTHORISED BY A KNE/WLKC OFFICIAL**
- ix) **No spectating from Parc Ferme or beyond the dummy grid gates.**

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- x) Any driver, or persons, connected with a driver found to have caused damage to any property or the surrounding areas, or on the venue, may be banned from the venue and/or be stopped from competing at any events visiting the circuit. This also applies to anyone trespassing on surrounding areas.
- xi) All drivers/teams/mechanics must be familiar with the Warden Law Paddock Regulations 2025 found at <https://wardenlawmotorsports.com/venue-information/>

### **6) Others with you**

#### **i) No one is allowed onto the circuit without the permission of Race Control.**

- ii) Drivers under the age of 16 are not allowed into the parc ferme /dummy grid area unless they are accompanied by an adult. Spectators under the age of 16 are prohibited from the parc ferme/dummy grid area
- iii) **No pit bikes, push bikes, skates or skateboards, scooters, mopeds, boards, or ball games are permitted within the confines of the track and surrounding enclosures, access roads and paddock AT ANY TIME!**
- iv) All dogs must always be on leads or secured inside a vehicle or building and under the control of their owner.
- v) Any person responsible for their uncollected dog fouling will be instructed to leave the circuit confines and will not be permitted to return.
- vi) Dogs are not permitted on the circuit at any time.

### **7) Exclusive Open Testing Availability**

- i) Every Wednesday 3pm - 8pm
- ii) Every Sunday (excluding the first Sunday of the month & Race weekends) 9am – 2pm
- iii) \*Time subject to change, please refer to Warden Law Kart Club Facebook page for details.
- iv) Any changes and updates to sessions will be made available via our Facebook Page.
- v) Private hire testing is available outside of these times subject to availability.

### **8) Junior Circuit (Use is subject to availability and reception must be made aware before accessing the junior circuit)**

- i) When using the junior training circuit, drivers must operate from the pit lane. The circuit must only be used in an clockwise direction.
- ii) Parents are responsible for always supervising their children both on and off the circuit. KNE will not be supervising the junior circuit but must be made aware of it's use and any incidents during a session.
- iii) When parents/guardians are recovering karts on the circuit, they must be always aware of their own personal safety and wear a high visibility top.
- iv) Parents are responsible for ensuring that helmets and safety clothing are fastened and adjusted correctly.
- v) If in doubt seek the advice of the KNE Circuit Manager supervising the sessions.

**The KNE staff are there to help. Any foul language, verbal, or physical abuse towards any member of staff will result in a permanent driver ban with no refund. Do not use foul language or be abusive to other drivers or their team. If problems arise either on the circuit or in the paddock, please contact a member of KNE staff.**

**The circuit has considerable investment over the last year to improve the owner driver experience at Warden Law. We kindly ask that you follow these regulations to ensure we keep the track and paddock safe and clean for everyone.**

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The circuit may be controlled using the following flag system. This may be displayed as a flag signal or using an LED light panel

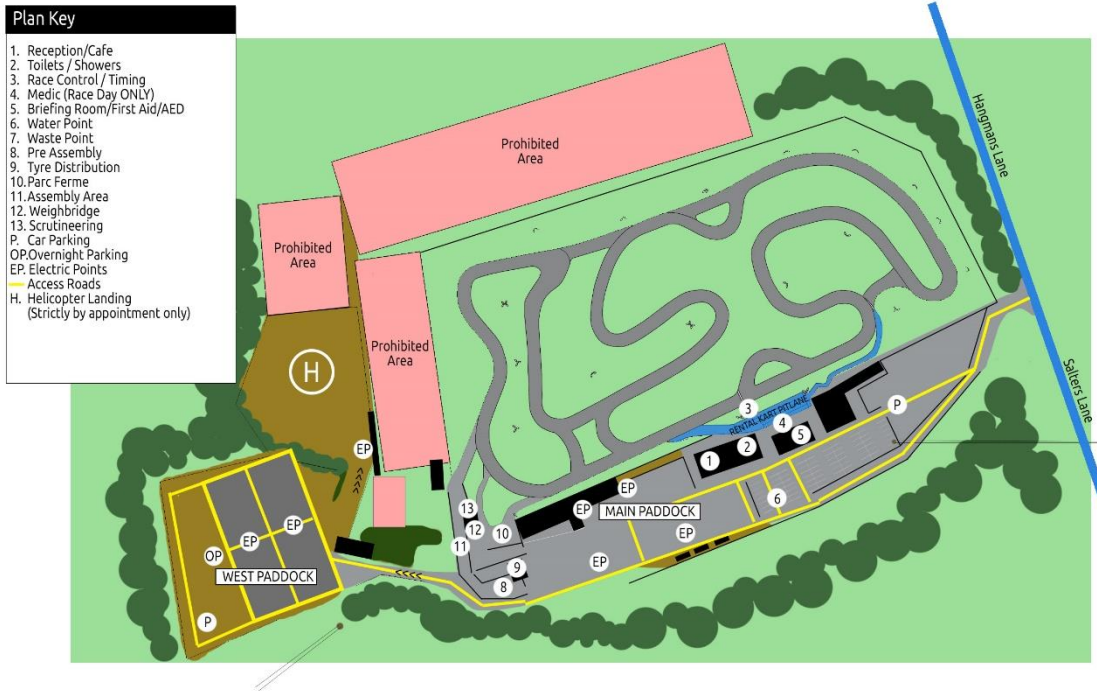
## Appendix 1: Charts and Diagrams

### Chart 5

#### FLAG SIGNALS

|   |  |  |  |
|---|--|--|--|
| <br><b>Blue</b><br>Overtaking flag                               | <br><b>Green</b><br>Road clear                        | <br><b>White</b><br>Service car or slow moving vehicle                       | <br><b>Yellow</b><br>Danger                       |
| <br><b>Yellow/Red</b><br>Slippery surface                        | <br><b>Red</b><br>Cease racing                        | <br><b>Yellow/Black quartered</b><br>Slow down, no overtaking (karting only) | <br><b>Purple</b><br>Code 60<br>Race Neutralised  |
| <br><b>Black/White diagonal</b><br>Warning flag                | <br><b>Black, Orange disc</b><br>Mechanical failure | <br><b>Black</b><br>Report to CofC   | <br><b>Black/White chequered</b><br>End of race |
| <br><b>Green, Yellow chevron</b><br>False start (karting only) |  |  |  |

Venue Plan



Circuit Contact details

Warden Law Motorsports Centre  
Hangman's Lane  
Sunderland  
SR3 2PR

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