



## Guidelines for Owner Drivers

The following notes are designed to complement the Circuit Safety Briefing that drivers who do not hold a current MOTORSPORT UK licence have been present at, in order to assist in their safe use of the circuit during open practice sessions. Karts maybe safety checked on the day.

**Drivers must conform to MOTORSPORT UK class age restrictions: Bambino 6-8 years Cadet 7yrs 9 months+ Juniors 11+ Seniors 16+.**

**Racewear - In order to practice, drivers must wear approved racesuit, a pair of gloves, a crash helmet and ankle high raceboots. We are unable to provide these items.**

**Driving Position** - Before driving onto the circuit, drivers must concentrate on familiarising themselves with the controls of the kart. The correct seating position is vital if maximum control is to be achieved. The driver must sit in a relatively upright position with hands held on the steering wheel at a ten to two grip. Arms and legs should have a degree of bend and grip on the steering wheel should be relaxed but firm. This 'one grip' technique will be maintained throughout, in preference to the 'feeding the wheel' favoured for use on the roads.

**Mental Approach** - The driver must perfect the art of focusing their concentration before undertaking track driving. Due to the continuous high speeds involved, the driver must learn to maintain this intense level of concentration throughout the time on the circuit.

**Entering the Race Circuit** - Only enter the circuit when it is safe to do so. When joining the circuit during practice, drivers should look to make sure the circuit is clear, to ensure that they are not driving into the path of a kart already on the circuit. A kart travelling at slow speed whilst leaving the pit lane is easier controlled than a kart already on the circuit travelling at racing speeds. If this kart is forced to take avoiding action, it may result in loss of control. Drivers should always raise an arm when joining or leaving the circuit, or when travelling at reduced speed.

**The Racing Line** - The racing line starts with the approach to a corner and establishing the correct kart positioning. The driver must resist the natural temptation to turn into a corner too early. The racing line features a late, committed turn-in point. A premature turn-in will inevitably lead to an early apex point and therefore a tendency to run out of road on the corner exit. Drivers should remember to reduce their speed before entering a corner so that braking does not continue once the corner is being taken.

**Driving off the Racing Line** - Occasionally it will be necessary for drivers to run off the regular racing line. Drivers should be aware that grip is reduced by the presence of "marbles" (small balls of rubber from tyres) so speed must be reduced accordingly. The kart will not accept high cornering or braking loadings.



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**Overtaking** - “It is the responsibility of the driver making the overtaking manoeuvre to complete it safely, not the responsibility of the kart being overtaken”. Therefore, a driver who is about to be passed should maintain the racing line and the faster driver should move off line to complete the pass. The slower driver should not look behind them at approaching karts, there is enough to concentrate on in front of them.

**Establishing a Driving Rhythm** - Before the driver leaves the pits, they should have established an objective for that session of driving. Do not attempt to set a new lap record upon leaving the pits, drivers should take a few laps to remind themselves of the circuit’s racing line and to allow their kart and tyres to ‘warm up’. Consciously ‘trying’ to drive fast will only lead to ‘overdriving’ and basic errors of technique through inexperience.

**Driving During Wet Weather** - Wet conditions present a driver with a considerably increased work load. Sudden or sharp control actions should be avoided and visibility will be reduced. When the circuit is wet, it shows a slightly different racing line. The dry racing line will be slippery from rubber laid during earlier sessions. As a rule, braking distances must be substantially increased and cornering speeds reduced. Other traffic should be treated with increased caution, both when passing or running in close proximity.

**Flag Signals** - Flags are the only means of communication with a driver on the circuit. Failure to notice and comply with flag instruction will result in exclusion from the session as they are deployed for all of the drivers’ safety. During practice sessions the most common flags in use are: Yellow flag – Drivers should slow down and be prepared to stop, should avoid overtaking and be aware that they may be approaching a hazard. Chequer flag – Drivers should exit the circuit after their next lap as it is the end of the session. Red flag – Drivers should come to a safe stop wherever they are on the circuit and await instruction from the marshal.

**Mechanical Failure** - A driver suffering a kart mechanical failure on the circuit must immediately alert the other drivers by raising an arm. If the kart is undriveable, or dropping fluids the driver must pull the kart as far off the track as possible – the marshal will normally come to help with this or cover the driver with a yellow flag. If driveable, the kart can be taken slowly back to the pits, whilst keeping out of the way of other traffic.

**Personal Driving Discipline** - Drivers must, at all times on the circuit, in the pits and the paddock drive with responsibility and consideration. The limits of both kart and circuit must be approached gradually, the limits of the driver will increase with accumulated experience. When on the circuit, drivers must resist the temptation of driving beyond their ability as this will ultimately lead to an accident. Please remember that rules and circuit officials are there for your safety and enjoyment and not, as some would believe, to spoil your day.



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