

# NKC Regulations

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## 1. Engine

The only engine allowed is the commercially available TKM BT82 piston port 2-stroke engine in either 100cc or 115cc form. Engines must be fully compliant with the BT82 fiche, as published on the Tal Ko website, [www.tal-ko.com/PDF/BT82ENGINEFICHE.pdf](http://www.tal-ko.com/PDF/BT82ENGINEFICHE.pdf)

The following exceptions to the fiche apply:

- Fin rubbers are allowed but not required.
- Any ASR100 type air box of any colour is allowed, with filter element.



ASR100 Air box and filter element

## 2. Fuel

Only premium or super unleaded pump petrol may be used, along with castor based 2-stroke oil.

## 3. Chassis

Chassis choice is open, with no restriction on removeable 'torsion' bars, number of axle bearings or castor/camber adjustment. Chassis must have been previously homologated by a recognised governing body and for reasons of safety, be without significant modification from its original state. If in doubt as to chassis eligibility, competitors should check with the organisers.

Fully enclosed chain guards must be used, with added protection to prevent finger contact with the chain and engine sprocket where not covered by the chain guard.

Front fairings and side pods are required, as are full width rear protection bars. Metal or plastic type are allowed.

## 4. Weight

Minimum weight limits are for the complete kart including driver, safety equipment and fuel. Selected karts will be weighed in Parc Ferme at the end of each race.

All competitors must declare which engine type they are using on their race entry form. Competitors using restrictors must also declare this on their race entry form. Competitors may change their restrictor during a race meeting only with prior approval from the Clerk of Course.

The following engine/restrictor/weight combinations are allowed. Details of the allowable restrictors can be found in the engine fiche document.

#### 100cc Engine

Minimum weight: 148 kg. Lower weight limits permitted using the TKM restrictor plates as follows:

1. 142 kg with purple restrictor
2. 135 kg with blue restrictor
3. 128 kg with gold restrictor
4. 123 kg with black restrictor

#### 115cc Engine

Minimum weight: 152 kg. Lower weights permitted using the TKM restrictor plates as follows:

1. 146 kg with blue restrictor
2. 139 kg with gold restrictor
3. 132 kg with black restrictor

\*Restrictors must have their anodised coating intact on all surfaces.

#### 4.1 Heavy Drivers

At the discretion of the organisers, extra trophies may be awarded to the top heavy driver. A driver will be eligible for the heavy trophy if their total race weight exceeds 160 kg. All drivers will be included in the overall results and trophies.

Drivers wishing to compete for the heavy trophy must declare their intention prior to the race meeting.

#### 5. Tyres

Tyres must be purchased from NKC. Only one set of slick tyres may be used in competition throughout the season. Wet tyre usage is unrestricted.

Slick Tyres – Mitas SRL

Wet Tyres – Mitas SRW

In the event that a slick tyre needs to be replaced due to damage, the tyre must be presented to the organisers and a replacement purchased. The replacement will be a used item and the cost will be £20 per tyre. The organiser will decide whether a valid claim for damage is reasonable. Examples of damage include puncture, bead damage resulting in failure to hold pressure, significant cuts due to contact, etc.

Excessive wear due to normal use or poor kart setup will not be accepted as evidence of damage. In such a circumstance the competitor may seek approval from the organisers to replace the tyre(s) to

enable them to continue racing. However, this will result in instant disqualification from the championship and the driver will not be eligible for trophies.

There is no restriction on tyres used for practice.

**The penalty for deliberate non-compliance with the tyre regulations will be disqualification from the championship and refusal of entry to future events. Costs will not be reimbursed in this circumstance and the organiser's decision is final.**

## 6. Safety Equipment

The following safety equipment must be worn during all practice and race sessions:

Helmets: CIK/MSA/ACU/Snell specification racing helmets or UK road legal motorcycle helmets.

Suits: CIK homologated with no limits on homologation date.

Footwear: Racing boots with ankle protection

Gloves: Racing gloves

All safety equipment must be in good condition with no significant damage that would reduce the item's ability to protect the driver.

## 7. Eligible Drivers

Drivers must be in the year of their 16<sup>th</sup> birthday or over. The organisers may ask for proof of age at any time. All drivers must declare their date of birth when registering and drivers under the age of 20 must provide proof of age at the same time.

No racing licence is required and first time racers are welcome but basic competence is essential. Driver competence will be continuously monitored. In the unlikely event that a driver falls below the standards of a safe racer, they will be prevented from continued participation in the event and asked to demonstrate their competency before being allowed to enter future events. **Drivers are welcome to elect to start any race from the back of the grid should they wish, subject to providing reasonable notice.**

## 8. Scrutineering

Competitors must present their kart and safety equipment for scrutineering prior to racing. All equipment must be in a safe condition to use, which will be determined by the official scrutineer on the day.

## 9. Parc Ferme

Following each qualifying and race session, selected drivers will be guided to the Parc Ferme scales and compliance checking area. These drivers will be weighed and may undergo further compliance checks. Any driver found to be non-compliant with any technical regulation will be disqualified from the race. Any driver found to have deliberately cheated may be handed a further penalty ranging from points deduction to expulsion from the championship.

## 10. Judicial

NKC is strictly non-contact and competitors are required to show respect for their fellow competitors and officials at all times. Deliberate contact will not be tolerated and will be dealt with severely.

The following are examples of incidents and guideline penalties, though actual penalties will be at the discretion of the Clerk of Course:

- |                                    |                                       |
|------------------------------------|---------------------------------------|
| • Deliberate contact               | +10 secs                              |
| • Gaining an unfair advantage      | +10 secs                              |
| • Causing an incident              | Race Disqualification                 |
| • Ignoring flags                   | Race/Meeting Disqualification         |
| • Abusive or threatening behaviour | Meeting/Championship Disqualification |
| • Unsafe behaviour                 | Meeting/Championship Disqualification |
| • Technical non-conformance        | Race Disqualification                 |

The Judicial Procedure is as follows:

1. Circuit Marshal/Observer reports incident to Clerk of Course. The Clerk of Course may also act on an incident only witnessed by him/herself.
2. Clerk of Course reviews incident and decides on penalty.
3. Competitor accepts penalty or;
4. Competitor exercises their right to appeal and pays £20, which will be donated by NKC to Cancer Research UK. Evidence of the donation will be provided.

Appeals procedure:

1. 2 drivers will be selected at random to act as Judges of Fact. Drivers will only be selected from those not involved in the incident.
2. The Judges of Fact will hear from both the Clerk of Course and the Appellant and then decide on whether to uphold the penalty, or dismiss it.

Where necessary to uphold the integrity of the championship, the organisers reserve the right to overrule the Judicial Procedure at any time. This is a highly unlikely occurrence and any such decision would not be taken lightly.

## 11. Race/Championship Information

Racing will normally consist of timed qualifying, 1 heat, 1 pre-final and 1 final. The grid for heat 1 will be determined by the qualifying result. The grid for the pre-final will be determined from the result of heat 1. The grid for the final will be determined from the result of the pre-final. This race procedure is subject to change due to local time pressures/weather/daylight, etc.

### 11.1 Scoring

Points will be awarded based on finishing positions in qualifying and all races as follows. Points scored in heats and finals will all count towards the overall championship.

1 <sup>st</sup> .	25
2 <sup>nd</sup> .	23
3 <sup>rd</sup> .	22

4<sup>th</sup>. 21  
5<sup>th</sup>. 20

And so on...

Double points will be awarded in the final. Trophies will be awarded for the top 3 finishers, though further trophies may be awarded at the discretion of the organisers.

Any competitor entering the final round having not raced at any previous round will not be awarded championship points. Points for other drivers will be awarded as though this competitor is not present. All drivers will be eligible for that meeting's trophies.

If two drivers end on the same points after the final round, the championship will be decided on the number of final wins. If still the same, race wins will be counted.

### 11.2 DNS

No points will be awarded for a non-starter, however points will be awarded if the kart reaches the dummy grid and an attempt to start is made.

### 11.3 Dropped Scores

Every driver will drop their lowest scoring round from their championship points tally.

Any driver that has been excluded from a race result due to a technical compliance infringement or driving standards infringement will not be allowed to drop that round from their championship tally. This does not include accidental in-race mechanical safety exclusions.

### 11.4 Race Numbers

Numbers must be displayed on the front, rear and both sides of the kart. Colours are open but the numbers must be easily legible for officials and observers whilst the kart is on track.

### 11.5 Seeded Numbers

Drivers finishing in the top 10 of the 2018 championship will be eligible to run their finishing position as their race number for the 2019 championship if desired.