

1. NKC Regulations 2020

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1. Classes

Drivers may only race in one class for logistical reasons.

There are 3 senior classes for drivers in the year of their 16th birthday or older.

Class 1 – Senior TKM (inc. Masters)

Class 2 – Senior Rotax (inc. Heavy)

Class 7 – Senior X30 (inc. Heavy)

There are 3 junior classes for drivers in the year of their 11th birthday up to 17.

Class 3 – Junior TKM

Class 4 – Junior Rotax

Class 8 – Junior X30

There is 1 junior intermediate class for drivers in the year of their 11th birthday up to 15.

Class 5 – Rotax Mini Max

There is 1 cadet class for drivers in the year of their 8th birthday up to 11.

Class 6 – Rotax Micro Max

There is 1 senior class for teams with all drivers in the year of their 16th birthday or older.

Class 7 – The NKC Team Cup – refer to section 4 for specific regulations

1.1 Class 1 – Senior TKM

1.1.1 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

Engine temperature sensors may **not** be fitted during timed qualifying or race sessions.

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

1.1.2 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. Restrictors must be declared on the entry form. A competitor may change their restrictor type at any point in the weekend.

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.

1.1.3 Senior TKM Masters

At the discretion of the organisers, extra trophies may be awarded to the top driver aged over 40 years at the start of the season. All drivers will be included in the overall results and trophies.

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

1.2 Class 2 – Senior Rotax

1.2.1 Engine

The only engine allowed is the Rotax 125cc Senior Max, to Rotax specification and fiche, as published by Jag Engineering. Engines must be JAG sealed and the log book must be available for inspection at the request of the organisers. For the avoidance of doubt, both 'Evo' and 'Pre-Evo' components are allowed.

1.2.2 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. The minimum weights are as follows:

Senior Rotax – 162 kg

Senior Rotax 177 – 177 kg

Drivers entering the 177 class in 2020 will have their own championship and trophies.

1.3 Class 3 – Junior TKM

1.3.1 Engine

See 1.1.1. 100cc version only allowed.

1.3.2 Weight

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

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

1.4 Class 4 – Junior Rotax

1.4.1 Engine

The only engine allowed is the Rotax 125cc Junior Max, to Rotax specification and fiche, as published by Jag Engineering.

Engines must be JAG sealed and the log book must be available for inspection at the request of the organisers. For the avoidance of doubt, both 'Evo' and 'Pre-Evo' components are allowed.

1.4.2 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. The minimum weight is as follows:

Junior Rotax – 148 kg

1.5 Class 5 – Rotax Mini Max

1.5.1 Engine

The only engine allowed is the Rotax 125cc Mini Max, to Rotax specification and fiche, as published by Jag Engineering.

Engines must be JAG sealed and the log book must be available for inspection at the request of the organisers. For the avoidance of doubt, both 'Evo' and 'Pre-Evo' components are allowed.

1.5.2 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. The minimum weight is as follows:

Mini Max – 135 kg

1.6 Class 6 – Rotax Micro Max

1.6.1 Engine

The only engine allowed is the Rotax 125cc Micro Max, to Rotax specification and fiche, as published by Jag Engineering.

Engines must be JAG sealed and the log book must be available for inspection at the request of the organisers. For the avoidance of doubt, both 'Evo' and 'Pre-Evo' components are allowed.

1.6.2 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. The minimum weight is as follows:

Micro Max – 110 kg

1.7 Class 7 – Senior X30

1.7.1 Engine

The only engine allowed is the lame X30 senior specification, to UK X30 fiche as published by lame UK and MSUK

1.7.2 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. The minimum weight is as follows:

Senior X30 – 164 kg

Senior X30 Heavy – 179 kg

1.8 Class 7 – Junior X30

1.8.1 Engine

The only engine allowed is the lame X30 junior specification, to UK X30 fiche as published by lame UK and MSUK

1.8.2 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. The minimum weight is as follows:

Junior X30 – 148 kg

2. General

2.1 Fuel

Only premium or super unleaded pump petrol may be used, along with castor based 2-stroke oil for TKM/X30 and any suitable oil for Rotax.

2.2 Chassis

Chassis choice is open, subject to being the correct size for the relevant age category (900mm and 950mm both allowed for cadets), with no restriction on removable stiffening 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.

Rear track width, measured between the outside faces of the rear wheels, must be wider than the distance between the outer faces of the side pods. Side pods and bars must not be modified to reduce their width. The maximum rear track width is 1400mm.

2.3 Tyres

Slick race tyres must be purchased from NKC. Only one set of slick tyres may be used in competition throughout the season. Slick tyre condition will be continuously monitored throughout the season and the organisers may elect to allow the purchase of a second set should degradation be higher than expected. This would be confirmed by the publishing of an official regulatory update.

There is no restriction on the number of wet tyres used over the course of the season. Wet tyres are available from NKC but may be purchased elsewhere.

Micro Max

Slick Tyres – Dunlop SL3

Wet Tyres – Dunlop KT3

All other classes

Slick Tyres – Maxxis HG1

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. If a tyre that's been replaced is more worn than the rest of the set, the competitor may be allowed to purchase another used replacement later in the season, at the organiser's discretion.

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.

2.4 Safety Equipment

TAG and clutched engines must have an engine off switch or button, positioned in a prominent position, with the off position clearly marked 'OFF'. Applies to both TKM and Rotax classes.

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.

2.4 Eligible Drivers

See section 1 for driver age groups. 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.

2.5 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.

2.6 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.

2.7 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:

- gaining an unfair advantage: **+5 seconds**
- driving in a manner incompatible with general safety/departing from the standard of a reasonably competent Driver: **+1 lap or race disqualification**
- contravention of a flag signal before or after a race: **+5 seconds**
- contravention of a flag signal during a race: **+10 seconds**
- Ignore technical flag twice: **black flag**
- Ignore black flag more than once: **race or meeting disqualification**
- abusive language/behaviour or assault: **race or meeting disqualification**
- failure to attend Drivers briefing: **fine of £20**
- failure to obey the instructions of an official: **race or meeting 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. After Finals only: 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. The appeal will be heard by the Race Director, who will invoke the appeals procedure. No appeals will be heard for penalties administered in qualifying or heats.

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.

3. 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.

3.1 Scoring

Points will be awarded based on finishing positions in qualifying and all races as follows.

1 st .	25
2 nd .	23
3 rd .	22
4 th .	21
5 th .	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.

3.2 DNS

No points will be awarded for a non-starter, however points will be awarded if the driver and kart are at the event and have made a genuine attempt to participate. The organiser's may use their discretion and their decision is final.

3.3 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.

3.4 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.

3.5 Seeded Numbers

Drivers finishing in the top 10 of the 2020 championships will be eligible to run their finishing position as their race number for the 2021 championships if desired.

3.6 Transponders

Transponder type is circuit dependent, with both AMB and TAG types used over the season. It is the competitor's responsibility to ensure they have the correct transponder type at each event.

Transponders may be available to hire but this is not guaranteed. The organisers will provide information on this prior to each event.

Transponders must be mounted to the back of the seat. If a transponder is hired it must be secured with a proprietary bracket. The competitor will be responsible for the safe return of any hired transponder.

In some cases, it may be necessary for hired transponders to be shared between classes. It is the competitor's responsibility to ensure their transponder is fitted prior to their qualifying or race session.

4. NKC Team Cup Specific Regulations

All general NKC regulations apply, with the exception of the below Team Cup specifics.

4.1 Engines

Engines used may be Senior Rotax or Senior X30. Each team may only use 1 engine type per race meeting. Engines and weights are as per NKC class regulations for Senior Rotax and X30 (including heavies).

4.2 Classes

Lightweight and heavyweight classes are available, weights as per the general NKC regulations.

4.3 Tyres

Slicks: Mojo D5

Wets: Mojo W5

1 set of slicks per team per race meeting. No restriction on number of wet tyres used. No restriction on tyres used in practice sessions. Tyres may be purchased anywhere.

4.4 Race Format

3x 12 minute heat races with drawn grids. Total points scored in heats decide grids for Pre-Final 1.

Pre-Final 1 – Double points awarded (50 points for first, etc). Finishing positions determine grid for Pre-Final 2.

Pre-Final 2 – Reverse grid based on Pre-Final 1 finishing positions (e.g. race winner starts last). Single points awarded (i.e. 25 points for first, etc).

Grand Final – Grid determined by total points scored in the Pre-Finals. Double points awarded. Trophies awarded based on finishing positions on track.

The total of all points scored on the day will count towards the championship.

4.5 Team Rules

Teams may be made up of 2 or 3 drivers and all must be in the year of their 16th birthday or older. Each driver must start at least 2 races. Failure to start a race will count as a race start for these purposes. Any driver may compete in any race subject to the minimum starts criteria.

4.6 Kart Rules

The class is designed to work best with 1 kart per team, however, a maximum of 2 karts and 2 engines may be used. Engines may be swapped between karts.

All karts in a team must carry the team's race number. Only 1 kart and driver may compete in any race. There is no restriction on the number of karts used in official practice sessions. Saturday practice fees are charged per kart and karts must carry individual numbers for these sessions.

Karts and drivers will be weighed after each race session and the minimum weight limit must always be met. Teams may alter the kart weight between races by securing lead safely to the kart. Drivers must not attempt to carry additional weight on their person.

4.7 Fees

Registration - £50 per team (deducted from your first race entry)

Saturday Practice - £60 per kart

Sunday Race - £120 per team