

# 1. NKC Regulations 2022

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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. Year of 15th birthday may be allowed for experienced drivers at the discretion of the organisers.

Class 1 – Senior TKM (inc. Masters)

Class 2 – Senior Rotax

Class 3 – Senior Rotax 177

There are 3 junior classes.

Class 4 – Junior TKM – Year of 11<sup>th</sup> birthday up to 17

Class 5 – Junior Rotax – Year of 13<sup>th</sup> birthday up to 17

Class 6 – Mini Max – Year of 11<sup>th</sup> birthday up to 15

### 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](http://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 & 3 – Senior Rotax and Senior Rotax 177

### 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

## 1.3 Class 4 – 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 5 – 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 6 – Rotax Mini Max

### 1.6.1 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.

### 1.6.2 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:

Mini Max – 135 kg

## 1.7 Further cost saving measures for Rotax classes

The below parts are 'open', i.e. they do not need to comply with the Rotax fiche. All parts must be of similar size and weight to those in the fiche, without any positive impact on performance and must not compromise safety in any way.

- Radiator
- Battery

## 2 General

### 2.1 Fuel

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

### 2.2 Chassis

Chassis choice is open 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. Steel or CIK plastic rear bumpers are allowed.

Rear track width, measured between the outside faces of the rear wheels, must be wider than the rear bumper.

### 2.3 Tyres

Slick race tyres must be purchased from NKC. Slick race tyres will be allocated to each competitor, with barcodes recorded and stored on the NKC database. All drivers may use a maximum of 2 sets of race slicks for the season. Any driver who doesn't take part in at least 1 of the first 3 rounds will be limited to a single set of slicks. Slick tyre condition will be continuously monitored throughout the

season and the organisers may elect to allow the purchase of an extra set should degradation be higher than expected. This would be confirmed by the publishing of an official regulatory update.

Usage restrictions apply to race sessions only. Competitors may use any tyres of their choice in practice sessions.

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.

Slick Tyres – Maxxis Sport

Wet Tyres - Maxxis SLW

Slick tyre barcodes will be recorded and checked in post-race scrutineering. Competitors found racing with non-compliant tyres will be excluded from the session.

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 organisers 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.

Helmet mounted cameras are not permitted.

## 2.5 Eligible Drivers

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.

Novice drivers are welcome to elect to start any race from the back of the grid should they wish, subject to providing reasonable notice. The organisers may compel a driver to start from the back should they deem this is required for safety reasons.

By signing on to an event, drivers declare that they are fit to race and free from any condition that could impair their ability to drive and race safely.

## 2.6 Dummy Grid

Numbers on the dummy grid are strictly limited to driver +1 assistant. Once the kart is on the floor it is under parc ferme conditions and may not be worked upon without the express permission of the grid marshal. Karts should be on the floor in their dummy grid spot at the latest of two minutes before their race or whenever the grid marshal signals. Minor work to resolve engine starting failures will normally be allowed.

If there is an unexpected delay, the grid marshal may signal a pause to parc ferme conditions, at which point karts may be returned to trollies to be worked on by driver and their assistant. A time limit will be given and any competitors not ready to take the start will be excluded.

## 2.7 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.

## 2.8 Parc Ferme - Post Session

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.

## 2.9 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. Video footage will not be accepted as evidence.

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.

### 2.9.1 Penalty Points

In addition to the penalties above, drivers will earn penalty points for causing incidents on track. Once a driver has accumulated 8 penalty points they will have 10 points deducted from their overall championship tally. Penalty points shall be awarded in line with the table below and NKC will publish a penalty points record following each meeting.

Penalty	B/W Flag	5 Sec Penalty	10 Sec Penalty	1 Lap Penalty	DQ/Black Flag*
Penalty Points	1	2	3	4	6

\*For causing on track incidents only. E.g. a black flag for missing mechanical flags or for being underweight would not result in penalty points.

## 3 Race/Championship Information

Racing will normally consist of 3 heats and 1 final. The grids for the heats will be drawn, with each driver given front, middle and back starting positions. Points accrued in the heats will determine the grid for the 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 all races as follows.

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.

### 3.2 DNS

No points will be awarded for a non-starter.

### 3.3 Dropped Scores

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

### 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 2022 championships will be eligible to run their finishing position as their race number for the 2023 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. The competitor will be responsible for the safe return of any hired transponder and may be charged by the circuit for any damage or loss.

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 race session.