

TEESSIDE KARTING LTD

TEESSIDE SPRINT

V3 RULES AND REGULATIONS 01.2020 – 12.2020

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CIRCUIT RULES

Guidelines for your stay at Teesside,

We have a limited amount of paddock space, so we ask that

- If the paddock is full, please use the overflow carpark
 - You should always leave a clear road around the carpark and do not block the entrance and exits
 - The road outlined in YELLOW in the bottom paddock is an ambulance run and should always be kept clear.
- You arrive at a reasonable time to allow us to let you in
 - If you are going to be late, please let us know so we can make arrangements for you to be let in.
 - If you arrive after the gates are locked, please wait until the morning to gain entry.
- Park your vehicles with consideration to other users.
- Electric hook-ups are limited and will be allocated on a first-come first-served basis.
 - You should always bring a generator with you if you require power for the race weekend.
 - When using the hook-ups, you must be sensible. If you run ten extension leads with heaters and kettles plugged in and then start to weld it's going to blow the fuse, we do reserve the right to unplug anyone who is not being reasonable.
 - 1 electric hook up is for 1 motorhome/caravan only – bridging between motorhomes/caravans is prohibited and may result in the removal of the hook-up and no refund.
- Generators should be turned off at 10 pm.
- Generators should only be placed in a position that doesn't adversely affect other paddock users.
 - It shouldn't disturb others
 - It shouldn't cause fumes to be directed into your or anyone else's awnings/tents or caravans.
 - Generators should not be placed in your awning.
 - If your generator is very loud, you may be asked to turn it off.
- Engines
 - You should not start your engines before 0800 or after 2000 unless otherwise directed by an official
 - You should not excessively rev your engines
 - We reserve the right to give penalties for people who contravene these rules
- Children are welcome to ride bikes and scooters in the paddock when the circuit is not running, as long as they do so in a considerate manner and are aware of cars and vans moving around the paddock.
 - Once the track is live the use of scooters and bikes in the paddock and viewing areas is PROHIBITED.
 - We will speak harshly with any parent who allows their child to become a nuisance, or to break this rule.
 - This rule is for the safety of your child.

GENERAL SPRINT RULES

INTRODUCTION

The goal of these regulations is to guide both the general safety of any meeting and the format the meetings will take. As the circuit operator, we will adhere to the safety guidelines of the National Karting Association. We reserve the right to change these regulations as we see fit at any time giving notice where possible via social network sites.

This Championship runs outside of the MSA as an IKR [Independent Kart Race]. We still look to the MSA guidelines as laid out in the 2019 Kart Racing Yearbook [Gold Book] for clarifications of specifications, regulation and restrictions of engines and chassis for classes. We also look to the MSA and ABKC for guidelines on sportsmanship and general behaviour. We operate on the basis that **'if it doesn't say you can do it, then you can NOT do it'**, please work on this assumption at all times.

Summer Championship 2020

- Teesside Sprints will be held over 9 rounds in February through to September with 7 rounds to count.
- Entry fee for each meeting for all classes is £55
- All drivers are encouraged to provide their own TranX 160 or X2 transponder.
 - There may be transponders for hire at the circuit for £10 per race day.
 - Lost or damaged transponders will be charged to the entrant at up to replacement cost.

General rules that apply to all classes

1. Tyres should only be used in the condition you buy them in from the manufacturer.
 - a. You should never add any chemicals including household cleaners or PVA cleaner, tyre softener to your tyres.
 - b. You should never manually rough-up/scrub the surface of the tyres
 - c. You should never apply heat [tyre warmers] to the tyre before racing
2. No fuel additives
3. You must only use fuel purchased from the BP garage adjacent to the circuit.
 - a. Bambinos must only use the Shell Advanced Racing M Oil.
4. Lead or ballast must be attached to the kart with a minimum of two mechanical fixings
 - a. The total amount of ballast added to the kart must not exceed 30kg without prior agreement with the Clerk of the Course
5. All drivers should have a fire extinguisher on hand in their pit/paddock area
6. All drivers should have a helmet that meets with BS6658 type B and be fitted correctly with a functional strap
 - a. An abrasion-resistant overall or race suit, gloves and footwear that protects the ankles
7. Minimum ages are laid out class by class, any drivers wishing to compete outside of these parameters must seek approval
8. All Bambinos and Cadets karts have to be on kart trolleys at all times.
 - a. Kart must be pushed to the dummy grid and collected from the scales and pushed back at the end of races – this is for your child's safety

ENTRY

- All entries online <https://teessideautodrome.alphatiming.co.uk/register/ikr>
- No duplicate numbers will be allowed
 - Your number will not be reserved or kept from previous seasons, so you will need to choose your number again for 2020 and the Winter Series
 - Drivers who won the right to use the 0 plate may select this number other drivers may not choose 0
- We do not take payments for entries online you only pay on arrival
 - To allow us to check your details are correct and ensure you have arrived
 - £55 per kart and driver, £10 transponder hire payable on arrival, practice the day before at a discounted rate of £30

RESULTS AND GRIDS

- Results from qualifying and each heat will be published online at results.alphatiming.co.uk/sgp
- Grids will be published to our WhatsApp group and where possible our Facebook group www.facebook.com/groups/TeessideOwners
- Changes and notifications will ONLY be posted to the online
 - Where possible we will print a copy of the grids and display them – this may not always be possible

- In the event of a full paddock, using the overflow car park and west circuit as paddock space – any calls to the Clerk of the Course will only be posted on the page.

CLASSES – at Teesside – see SR’s for other circuits

Grid	Class	Restrictor	Weight	Gearing	Dry Tyre	Wet Tyre
Bambino	Comer C50	10mm	69kg	80 rear	Le Cont MSA 04	Le Cont MSA 04
Cadet	Honda GX 160	n/a	103kg	OPEN	Cadet Dunlop SL3	Cadet Dunlop KT3
	Honda GX 200 Extreme	RPM 15mm	107kg	20/68	Cadet Dunlop SL3	Cadet Dunlop KT3
Junior Pro Kart	Honda GX 200	RPM 15mm	165kg	20/66	Bridgestone YDS	Bridgestone YFK
Senior Pro Kart	Honda GX 200		185kg	OPEN	Bridgestone YDS	n/a

ITINERARY

This itinerary is a guide and may be subject to change, we aim to let the paddock know of any changes as soon as possible, but it is your responsibility to know when your next heat is starting.

Gates Open 0730

Signing on 0745-0900

Practice 0800-0900

- Bambinos 0800 -0810
- Cadets 0810-0820
- Junior Pro Karts 0820-0830
- Senior Pro Karts 0830-0845

Briefing 0915

Qualifying 1130 - order for Qualifying and heats – Bambino/Cadet/Junior/Senior

Heat 1 1230

Heat 2 1400

Heat 3 1600

Final 1700

Presentation

RACE PROCEDURE

Grid Positions

- The driver with the fastest lap in qualifying will start on pole and so on until the slowest driver is in the last position.
- The grid will be closed at the time of the last call for a class.

- When the grid closes, any driver who is not in the correct grid place or on the grid position – WILL start from the dummy grid.
 - When the race starts any driver starting from the dummy grid must wait for all karts to pass the exit [on to the track] before joining.
- Karts that become out of position during the rolling lap may resume their position during the roll-up lap.
- Karts that spin on their own during the rolling/warm-up lap will start from the back of the grid
- Qualifying will decided the starting position in heat one
 - Heat one finishing positions will be the grid positions for heat two
 - Heat two finishing positions will be the grid for heat three
- The grid for the final will be decided based on points given for the finishing positions in all the heats
 - The driver with the high points starts on pole.

Dummy Grid

- Drivers should assemble on the dummy grid area, two by two and awaiting instruction
- Qualifying will start from the dummy grid
- When exiting the dummy grid, karts should roll out of the dummy grid at walking speed until past the red and white barriers and are on to the track before increasing speed from walking pace

Formation Lap

- The pole-sitter should set the pace - this should be no more than half race speed – until you reach the marshal on track before the grid.
 - The pack should be following in the correct positions at no more than half race speed
- NO WEAVING – weaving will not be tolerated during the formation lap – Weaving on the formation lap will result in starting from the back of the grid.

Starts

- All 4-stroke grids will start from a standing start
 - Bambino parents will be allowed to help their children get in position on the starting grid and can access the circuit at the start line entrance.
 - Bambinos, during time trials the karts should be arranged in single file, each kart will be pulled forward to the line stopped and then set off one at a time.
- All grids will start on a dropped flag, a green or union flag

Race Formats

- Bambino will only run in a time trial format – 8-minute sessions.
 - Bambinos will run as a time trial with each driver qualifying.
 - A time trial means the clock starts for each driver when they cross the line and the driver who gets to the end of the set time/number of laps quickest wins the heat and will qualify for pole in the next heat, so on for each driver until the slowest starts in last place.
 - Points for each heat will add together to make the grid for the final.
- Cadets
 - 10-minute qualifying
 - 8 lap heats
 - 10 lap final
- Junior Pro Karts and Rotax
 - 10-minute qualifying
 - 10 lap heats
 - 12 lap final
- Senior Pro Kart and Rotax
 - 10-minute qualifying
 - 10 lap heats
 - 12 lap final

Race Finish

- All sessions and races will finish with a Chequered Flag
- Drivers are required to complete on full cool-down lap of the circuit before re-entering the pits

- All drivers are required to stop on the scales and weighed
 - Drivers that fail to meet the weight requirements for their class receive one of the following penalties
 - Start from the back of the grid
 - Be disqualified from the session
 - Be disqualified from the whole days racing
- Cadets and Bambinos should be met at the pit exit with trolley and wheeled back to your paddock area

Breakdowns on track

- Karts which breakdown on circuit, if they are not able to be driven, and pushed to a place of safety.
 - Bambinos and Cadets should wait for assistance from a marshal and should be told to stay in their karts until told otherwise by track staff
 - NO PARENT SHOULD ENTER THE CIRCUIT TO HELP OR RECOVER THEIRS OR ANY OTHER CHILD.
 - In the case of an accident, no parent should enter the track unless told to do so.
 - No parent or non-track personnel should touch, move or remove a helmet from any driver who has had an accident.
 - Our staff have paramedic level technician training in dealing with RTA's and should be left to assess the situation and administer any help that is needed.
- No repairs should be carried out on track.
 - You may restart your kart, or a marshal may start your kart
- At the end of the race we will recover any karts from the track using a trailer and quad, please do not enter the circuit.

SCRUTINEERING

- Karts must always meet with these technical regulations during official practice and racing. It is the competitors' responsibility to ensure that their kart complies.
- Technical checks may be carried out before, during and after practice and racing. The scrutineers are empowered to undertake any form of verification they deem necessary.
- The scrutineer may;-
 - Select one or more karts at any reasonable and appropriate time from which the engine(s) shall be removed. Also, reserve the right to take away an engine or engines for inspection and/or dynamometer testing if they wish.
 - Engines will be returned to competitors without reassembly.
- If an infringement has been found to exist, the driver is liable for an inspection fee in addition to any penalties.
- The kart must satisfy the scrutineer that it is safe, is of a construction strong enough, and has brakes, wheels and steering adequate for speeds likely to be attained.
 - It should not include any components of a temporary character, nor present any undue hazard to its driver or other competitors.
 - The chassis must be of one-piece construction, either brazed or welded and constructed from magnetic steel tubing whose cross-section is free.
 - All karts may be checked by a scrutineer before being permitted onto the circuit. Please note that the fuel caps and systems will be checked during scrutineering and if found to be loose or defective must be replaced/repared before the driver is permitted to race.
 - Any kart damaged or breaking down on the circuit during an event may be returned to the designated pit area for repair and must be checked before being allowed to continue.
 - Such checks will place emphasis on the safety of the kart in respect of securely fitted bumpers, seat and other equipment, such as bodywork etc; freedom from sharp protrusions which could cause injury or damage; and correct operation of the brake/throttle/steering.
 - On being removed from the racing circuit, the kart must be weighed and presented to scrutineers before proceeding to pit for repairs.

PENALTIES AND WARNINGS

INFRINGEMENT	PENALTY
ABC - Advantage by contact – first offence	Warning
ABC – Advantage by contact – second offence	Black flag – possible exclusion
Driving in an unsafe and reckless manner	Warning/black flag
Aggravated contact	Black Flag – verbal warning
Failure to make the grid	Start from back of grid
Overtaking during formation laps	Start from back of grid
Weaving or spinning during formation laps	Start from back of grid
Jumping the Start	5-second penalty 1st offence/ 10 second 2nd offence
Spinning out on the warm-up/rolling laps	Start from back on grid
Not attending the briefing	£50 fine
Failure to comply with flag signals – first offence	Warning – speak to CoC
Failure to comply with flag signals – second offence	Black flag
Failure to comply with flag signals – third offence	Exclusion
Overtaking or failure to slow down after chequered flag	3 place penalty
Drugs and alcohol	Exclusion meeting – possible championship
Drugs and alcohol – pit crew/Family	Exclusion
Aggressive and/or abusive behaviour	Exclusion
Aggressive and/or abusive behaviour – pit crew/family	Exclusion
Failure to obey an official of the meeting	Exclusion from meeting
Underweight	Exclusion from race, start from back of grid
Failure of scrutineering	Exclusion from meeting
Failure of scrutineering engine/s	Exclusion from championship
Unsporting conduct on or off the circuit	At discretion of CoC

APPLICATION OF PENALTIES AND WARNINGS

- Warnings will be on the Digiflag during the race.
 - Warnings that have to be applied post-race will be announced over the PA system or via the WhatsApp or Facebook group. www.facebook.com/groups/TeessideOwners
 - It is the drivers' responsibility to check the flag every time they pass it.
 - It is the driver's responsibility to make their way to the CoC if required.
 - Parents of children who are receiving a penalty are not permitted to interfere with the CoC discussion with the child.
 - We are not trying to upset or verbally abuse your child
 - we are advising them and trying to teach them the correct manner in which they should perform on circuit.
 - Parents who do not behave reasonably, become aggressive or verbally abusive will incur penalties up to and including the disqualification of their child from the race or the championship.
- Penalties will be accumulative during the race day, no matter the offence.
 - First offence Warning Flag
 - Second offence Warning Flag + application of a time penalty dependant on the infringement.
 - Third offence Black Flag DSQ'd from round.

POINTS

We create the Championship table by awarding points to each driver for their finishing position in each heat and the final. These are added together to give us the overall winner [highest point scorer] over the season.

- To receive points, the driver must complete 50% of the race distance.
- Any exclusions from any heat or meeting will result in zero points for that heat or meeting.
- A DSQ'd round cannot be used as a dropped round and must count towards the 7 rounds.
- When a class heat or final has sub-classes
 - drivers will only score points based on their overall finishing position, and not the finishing position in their sub-class, respectively.
- The maximum points scored at each round is 215.

Sprint Heat Points.

1st 50, 2nd 49, 3rd 48, 4th 47, 5th 46, 6th 45, 7th 44, 8th 43, 9th 42, 10th 41, 11th 40, 12th 39, 13th 38, 14th 37, 15th 36, 16th 35, 17th 34, 18th 33, 19th 32, 20th 31, 21st 30, 22nd 29, 23rd 28, 24th 27, 25th 26, 26th 25, 27th 24, 28th 23, 29th 22, 30th 21, 31st 20, 32nd 19, 33rd 18, 34th 17, 35th 16, 36th 15, 37th 14, 38th 13, 39th 12, 40th 11, 41st 10, 42nd 9, 43rd 8, 44th 7, 45th 6, 46th 5, 47th 4, 48th 3, 49th 2, 50th 1, 51st 0

Sprint Final Points

1st 65, 2nd 58, 3rd 53, 4th 48, 5th 45, 6th 43, 7th 41, 8th 39, 9th 37, 10th 36, 11th 35, 12th 34, 13th 33, 14th 32, 15th 31, 16th 30, 17th 29, 18th 28, 19th 27, 20th 26, 21st 25, 22nd 24, 23rd 23, 24th 22, 25th 21, 26th 20, 27th 19, 28th 18, 29th 17, 30th 16, 31st 15, 32nd 14, 33rd 13, 34th 12, 35th 11, 36th 10, 37th 9, 38th 8, 39th 7, 40th 6, 41st 5, 42nd 4, 43rd 3, 44th 2, 45th 1, 46th 0, 47th 0, 48th 0, 49th 0, 50th 0, 51st 0

CODE OF CONDUCT

- 1) A driver must sign on and pay for testing or racing before going on to the circuit.
- 2) You need to understand that all drivers take part at their own risk.
- 3) Personal injury insurance is not provided to any driver by the circuit operators for any owner driver event.
- 4) When on the circuit a driver must obey all signals given by flag marshals and officials.
 - a) You must slow down for waved yellow flags
 - b) No overtaking for waved yellow flags
 - c) Red flag you must reduce your speed to walking pace and return to the pits unless instructed to do otherwise.
- 5) A driver must always drive with care, looking well ahead and within safe limits relating their skill levels and the skill levels of those around them.
- 6) Testing or practicing, is not racing, then you should back off for slower karts and overtake when it is safe to do so.
 - a) The responsibility for safety always remains with the driver.
 - b) Groups of karts that are racing during practice will be black flagged.
- 7) In the event of a kart stopping on the circuit due to a mechanical problem, the driver must pull into a safe position off the circuit and wait until the session is finished to allow recovery.
 - a) Drivers may be asked to leave their kart, by the marshal and taken to wait in the marshal hut.
 - b) Cadet drivers must be told to stay in the kart until assistance arrives.
 - c) Parents may only go onto the circuit once they have obtained permission from the circuit manager.
- 8) When leaving the circuit, a driver must make a clear and early indication that they intend to come into the pits by raising an arm into the air.
 - a) Then proceed into the pits at a walking pace.
 - b) All work, including driver changes, refuelling and mechanical work, can only be carried out in the paddock area.
- 9) No one is allowed onto the circuit without the permission of the circuit manager.
 - a) All spectators must stay outside of the barriers and out of the pits area.
- 10) Do not move any barrier or interfere with any safety equipment without the permission of the circuit manager.
- 11) Cadet and Bambino karts should be on a trolley and pushed through the paddock.
 - a) If a trolley is not available, then a kart may be pushed on the floor with the engines turned off.
- 12) Do not use foul language or be abusive to other drivers or their team.
 - a) If problems arise either on the circuit or in the paddock, please contact a member of Teesside Karting's staff.
 - b) Use of aggressive, abusive or threatening behaviour towards a member of the Teesside Karting staff, by the driver, member of their families or pit crew could result in the driver receiving a penalty or disqualification from the meeting.
- 13) Competitors should work on the basis that if any process has not clearly stated as being permissible, then they should accept that it is illegal.
- 14) Drivers that do not comply with the rules and regulations for their class will be disqualified from the round, after an enquiry into the incident.
 - a) Drivers or teams that have deliberately run outside of the rules and regulations to gain an advantage will be:-
 - i) Disqualified from the championship
 - ii) Refused entry to further events, including testing at Teesside
 - iii) We will also inform the other IKR and MSA circuits that the driver or team are likely to race at.
 - b) Ignorance is not an excuse for not complying to the rules and regulations,
 - i) If you do not understand any of the rules or regulations laid out here or in future SR's, please seek confirmation from the Clerk of the Course before proceeding.
- 15) Any driver, mechanic or member of pit crew, parent or guardian who may have mechanical contact with or drive a kart may NOT consume alcohol during a race day and should limit the amount of alcohol they consume the night before.
 - a) Bambino and cadet parents must be aware that they are responsible for their child at all times.
 - i) If their child is injured, they may be required to make important decisions about their child's well being or take their child to hospital.
 - ii) By consuming alcohol while your child is racing, you will be compromising your child's welfare.

BAMBINO

General rules for parents/guardians.

- No parents will be allowed to stand on any part of the live circuit at any point.
- Parents do not enter the pit area or weighing area; we will help your child or call you over
- A waiting a collection area will be set aside for you to collect your child at the end of each race, with your kart trolley.
- During a Time Trial – parents/guardians will be allowed to walk down on to the front straight [grid] and help their child line up.
- During a Race event – parents are NOT permitted to enter the circuit at any time;- we will position your child on the grid for a standing start.
- Karts must remain on a trolley in the pits and paddock.
 - Drivers must not be in the kart when on the trolley
 - Engines must not be started off the ground – four wheels must be in contact with the ground when the kart is started.
 - Free spinning wheels at head height are extremely dangerous and could cause significant injury to a child or pedestrian. – think hair/scarfs/tiny hands
- Karts may only be started on the dummy grid when the grid marshal gives the call ‘ENGINES ON’ or ‘START YOUR ENGINES.’
- Karts must not be revved excessively
- It is NOT permitted at any time
 - to rev, the kart with the back wheels lifted off the floor
 - to rev the kart while moving the kart manually back and forth to scrub/clean or heat the rear tyres.

C50 – Comer

1. Championship Regulations

- a. See General Sprint Regulations
- b. Entry fees – subject to change – prices may vary at other venues.
 - i. Race Day £55
 - ii. Practice Day Before £30 [practice on other weekends £35]
 - iii. Transponder Hire £10
- c. Registration via <https://teessideautodrome.alpahtiming.co.uk/register/ikr>

2. Race Day Regulations

- a. Race Format – Points and qualifying as for cadets
 - i. Time Trial
 1. Qualifying 10 minutes
 2. 3 x 8-minute time trial
 3. 8-minute time trial final
 - ii. Race
 1. Qualifying 10 minutes
 2. 3 x 8-minute races
 3. 1 x 8-minute final

3. Competitor Eligibility

- a. C50
 - i. 5-8 years old
 - ii. Considered eligible if their fifth birthday falls before 25.02.2020
 - iii. Until the 31st December of the year, they turn 8-years old
 - iv. Must have competed in three rounds of a recognised championship such as BKC or an IKR circuit or
 - v. Must complete the assessment day at Teesside dates TBC – see Facebook group for updates
 1. Drivers must obtain a minimum lap time, set on the day
 2. Drivers must show a minimum level of competence and awareness on the track

- b. Drivers who fail to pass the assessment procedure
 - i. will not be permitted to race or compete in time trials at the Teesside Sprint
 - ii. Drivers may attend practice sessions and training days
 - iii. Drivers can ask to be assessed again at a later date once they have shown improvement.

4. Kart Eligibility

- i. C50
 - 1. Teesside offer no pooled engines
 - 2. Teesside will not replace clutch springs for competitors
 - 3. Carburettor jetting is free.
 - 4. One foam air cleaner of standard specification is always to be present and must be kept clean and dry.
 - 5. Engines must be tagged
 - 6. No other intervention with these motors is permitted.
 - 7. Any engine deemed to be unfit/ seen to have tampered with / comes in question due to performance will be placed in par femme removed from the kart, boxed and sent away to the relevant body for scrutineering.

5. Technical Kart Regulations as follows

- a. Karts must comply with the Technical Regulations of the current MSUK Yearbook section (U), except where detailed below. These Regulations are subject to periodic review and possible alteration.
- i) Chassis. MSUK registered Bambino chassis only, see Appendix 1 or www.msauk.org/karttech.
- ii) Materials. Carbon fibre, Kevlar, Magnesium and Titanium components are prohibited.
 - (a) Bodywork & Bumpers as registered with the chassis.
- iii) Dimensions.
 - (1) At all times the rear bumper must not exceed the overall width measured to the outside of the rear wheels or tyres (whichever is greater)
 - (a) The rear bumper must always cover at least 50% of each wheel/tyre
 - (2) The side pods may not be located outside of the plane passing through the outer edge of the rear wheel or tyre (whichever is greater).
 - (3) Overall width at the rear: Maximum 1100mm.
 - (4) Steering. Camber/caster adjustment by any means is not permitted.

2) Comer C50

- a) The engine as raced must at all times conform in all aspects with the MSA homologation fiche.
- b) Compliance with the fiche may be checked at any time during an event.
- c) The engine numbers and seal numbers must match the information held on the UK agent's database and the engine's official logbook.
- d) All parts must be standard genuine Comer parts as listed on the parts list.
- e) The engine must have the exhaust cover fitted.
- f) No addition of or other change of material is permitted.
 - i) No modifications, tuning or rectification to fiche for whatever purpose is allowed except as listed below or where expressly permitted
 - (1) Repair of damaged threads with helicoils is permitted.
 - (a) The repair of the cylinder spark plug thread and/or coil mounting threads is not permitted.
 - (2) The spark plug cap may be replaced by parts of other commercial manufacture and which must be directly equivalent.
 - (3) The spark plug used must be unmodified and must always use the washer supplied.
 - (4) Gaskets may be trimmed for alignment of parts.
 - (5) A wet box or splash guard may be attached to the chassis.
 - (a) The airbox can NOT be modified in any way to aid the attachment of the wet box.
 - (b) The wet box cannot be attached to any part of the engine.
 - (6) Carburettor. Dell'Orto SHA 12/14 L as per the current homologation fiche.

- (a) The carburettor must remain unmodified and conform in all aspects to the official homologation fiche.
- g) The C50 class will run with the 10mm restrictor in place.
- h) Engine Lubrication. Any oil specified in the current CIK list of homologated lubricants, which can be found at www.cikfia.com.
- i) Engine Price. The retail price of the engine, when new, including carburettor, ignition, drive sprocket, clutch, ignition, intake restrictor and exhaust, when sold in the U.K. will be £541 + VAT.
 - (1) This price may be subject to a yearly increase as agreed with the MSA.
- j) Transmission.
 - i) Direct from the engine to the axle via a single length of chain.
 - (1) Only an 80-tooth rear sprocket may be used unless a single other size of sprocket is specified in SRs.
 - ii) The internal running surface of the clutch must remain dry and free of grease, lubricant or any additional substance.
- k) Axle, as registered with the chassis.
 - i) Must be fitted with circlips on the ends of the axle.
- l) Chain/Sprocket Guard. A chain/sprocket guard complying with U18.8.5 must be fitted.
- m) Brakes, as registered with the chassis.
 - i) Mechanical system with solid disc acting on the rear axle only.
 - ii) Interruptions on the brake surface (drilling, grooves, slots, etc.) are permitted
 - iii) radially vented discs are not allowed.
 - iv) If the brake system is registered with dual-linkage, this must be fitted at all times.
 - v) Brake Disc Protector. Where required by the regulation, a brake disc protector in accordance with U16.10.10 must be fitted.
- n) Tyres. Le Cont MSA 04, all-weather tyres.
 - (a) Front: 10 x 4.00 x 5
 - (b) Rear 11 x 5.00 x 5.
 - (2) Maximum tyre circumference: Front 820mm, rear 840mm.
 - (3) The minimum tyre treads depth is 1mm at any point.
 - (4) Wheels. Widths measured from outside edges:
 - (a) Front: 100mm min. and 115mm max.
 - (b) Rear: 140mm ± 2mm.
- o) General.
 - i) Age. From 5th birthday to 31st December of the year of 8th birthday.
 - ii) Weight. Minimum 69kg, including the driver
 - iii) Number Plates. Black with white numbers (see U17.27). The numbers must be of the 'Classic' type described in U17.27.3. Exceptionally, competitors registered with the MSA Bambino
 - (1) Championship may use plates complying with those Championship Regulations.
 - (2) Side pod number plates/stick-on panels must be a minimum of 16.5cm high by 7.8cm wide, with a minimum 1cm space on all sides of the numbers. Numbers must be a minimum of 13cm high, and minimum 1.5cm stroke width. They must be displayed in accordance with drawing U17.25 of MSA Yearbook section U.
 - (3) Data Logging. The use of data acquisition is forbidden apart from the collection of an engines' RPM, GPS and lap time data only. Any sensors not permitted by these regulations must be removed from the kart.

CADETS

- Honda 200 Extreme Cadet
- Honda 160 Cadet

1. Championship Regulations

- See General Sprint Regulations
- Entry fees
 - Race Day £55
 - Practice Day Before £30 [practice on other weekends £35]
 - Transponder Hire £10
- Registration via <https://teessideautodrome.alpahtiming.co.uk/register/ikr>

2. Race Day Regulations

- Both Cadet classes will run together – on track at the same time
- Race Format –
 - Honda 200 and 160
 - Qualifying 10 minutes
 - 3 x 8 lap races
 - 1 x 10 lap final
- All Cadet kart must be pushed to the dummy grid on a trolley
 - NOT driven through the pits or paddock.
 - If a trolley is not available, the kart may be pushed on the floor by an adult without the driver in situ [in the seat]
 - The driver should not be in the kart while it is on the stand
 - The kart can only be started when it has been lifted down from the stand and is on the floor of the dummy grid

3. Competitor Eligibility

- Honda 200 Extreme
 - 8-13 years old
 - Considered eligible in the year they turn 8 years old but must prove competence to compete before they turn 8 years old
 - Until the 31st December in the year that they turn 13 years old
 - Drivers must weigh 107kg when weighed with full kit and the kart
- Honda 160
 - 8-13 years old
 - Considered eligible in the year they turn 8 years old but must prove competence to compete before they turn 8 years old
 - Until the 31st December in the year that they turn 13 years old
 - Drivers must weigh 103kg when weighed with full kit and the kart

4. Kart Eligibility

- Engines
 - Honda 200 Extreme Cadet engines
 - These are a sealed engine that is only available from RPM
 - The engine must have four complete and untampered seals attached to any engine used to compete or practice
 - All 200 extreme engines fitted with **a 15mm restrictor fitted and a DEP exhaust**
 - Both are installed by RPM only – please note the 15mm restrictor is not available for sale from other suppliers
 - We recommend that any second-hand engine that you purchase is
 - returned to RPM to be checked

- b. serviced
 - c. has the seal numbers recorded before you use it to compete at Teesside.
- 5. Teesside may ask for proof of any engine has been returned to RPM
 - a. Teesside may also ask RPM to confirm these seal numbers at anytime
- 6. If at any point the
 - a. seal numbers
 - b. restrictor size
 - c. output of any engine
 - d. is called in to question Teesside reserve the right to remove the engine from the competitor and return it to RPM for independent inspection and scrutineering.
 - e. RPM will only discuss the outcome of these tests with Teesside who will then jointly decide the outcome or penalties to be applied.
 - f. Competitors, Teams and Parents should wait to be contacted by Teesside and not directly contact RPM.
 - i. Parents who contact RPM directly or visit RPM whilst their engines are being scrutineered will face harsh penalties.
 - ii. Harassment of RPM/Teesside officials during this process will result in the application of penalties being applied to your driver.
- 7. A very dim view is taken of any form of cheating.
 - a. if a competitor is found to have been tampering with the engine, we will endeavour to inform all circuits of your actions.
 - b. RPM reserve the right to only return engine to competitors in the original untampered with condition – any charges incurred in this process will be passed to the competitor and the engine will not be returned until this is settled.
- 8. RPM will have scrutineers attending round of the Teesside Sprint during the season.
- 9. Any competitor that is found to be deliberately cheating will receive an instant ban with no right to recourse.
- 10. Buy back - all RPM 200 extreme engines are subject to a buy back clause.
 - a. See the section on Buy Back on the Supplementary information pages of these regulations.
- 11. Gearing is fixed to 20 front and 68 rear for Honda 200 Extreme Cadets.
- ii. Honda 160 Cadet engines
 - 1. All GX160 must conform to the current ABKC regulations version 12 of January 2017 or as subsequently modified, which are available on the ABKC website www.abkc.org.uk
 - a. All GX160 cadet engines will be required to run with the **16mm ABKC stamped performance restrictor**, fitted between the carburettor and the insulator as per the Honda GX160 regulations.
 - b. All GX160 Cadet engines must be run with the DEP001 exhaust along with the flange tether secured to the flange mounting, as detailed in the ABKC regulations.
 - c. Honda 160 engines must not have the honda 200 DEP exhaust fitted.
 - 2. Gearing for Honda 160 Cadets is OPEN
- iii. GENERAL [Engine]
- iv. All engine numbers and seal numbers must be registered with the organiser no later than signing on the morning of the race day.
- v. In the event of a competitor wishing to change engine during the race day, the permission of the CoC should be sort out before any work commencing.
 - 1. You should bring a list of the engine numbers and seal numbers to Race Control for the attention of the CoC.
 - 2. The CoC reserves the right to refuse permission to use a second engine.

3. The case of the competitors' engine being taken for scrutineering the original engine will be required to be sent for scrutineering additionally and should be made available at par femme.
- b. Chassis
- i. Only MSA homologated Cadet chassis will be permitted.
 1. The chassis should remain homologated in all respects and should only be modified for safety reasons.
 2. The only modification allow are the additional fitment of Seats, Nassau Panels, front fairing and ballast to achieve the required weight.
 - ii. Prohibited materials are Kelvar, carbon fibre [expect for seats and floor tray], magnesium and titanium.
 - iii. Dimensions
 1. Wheelbase 900mm +/- 5mm
 2. Overall length 1700mm max
 3. Overall width min 2/3 wheelbase
 4. Max 1200mm
- c. Steering
- i. Camber and caster adjustment by means of a single, solid eccentric on the top face of each yoke.
 1. The use of two fixing screws per adjuster to maintain its position
 2. The angle of the Kingpin from its standard position must not exceed 2mm; therefore, the diameter of the hole in the yoke must not exceed 4mm greater than the kingpin
- d. Floor tray
- i. There must be a rigid, flat floor from the seat to the front of the chassis passing under the pedals. This must be secured to prevent the driver's feet being able to slide off.
 - ii. Perforations of any kind must not exceed 10mm and should only be made to attach ballast or other applicable accessory.
- e. Bodywork and bumpers
- i. All Cadet karts must be fitted with bumpers and bodywork to the front, sides and rear to provide protection.
 1. See drawing number 6 in section U of the MSA yearbook for detailed regulations.
 - ii. A metal or plastic homologated rear bumper must be fitted.
 1. Rear bumpers must be secured with a minimum of two mechanical fixing and anchored with the addition of zip ties
 - iii. Front bumper
 1. Must have four attachment points welded to the chassis-frame
 2. Have the lower and upper tubes connected by a minimum of one aluminium or steel connecting upright.
 - iv. Front nose cone
 1. Must have a width of 800mm +/- 150mm
 2. Must be set 25mm -60mm above the ground in a dry set up
 - v. Side pod bar
 1. Must comprise of a single metal tube with a minimum diameter of 18mm and be securely attached to the chassis with the minimum of two mechanical fixings of each side of the kart.
 - a. If running side pod lose the addition of zip ties to provide an anchor is recommended.
 - vi. Side pods
 1. Must have a minimum height of 70mm and a minimum length of 250mm and be located immediately above ground clearance.
 2. Must not include holes or cuttings except those necessary for the fitment and must not exceed M8
 3. Have a clearance of 25mm -60mm above the ground in a dry set up
 - vii. Further guidance and regulations are available and should be adhered to, in the MSA yearbook section U.
- f. Torsion Bars

- i. If the kart is homologated with a rear torsion bar, the kart must always only be run with it in place and locked.
 - 1. Front and side torsion bars are not permitted.
- g. Seats
 - i. The seat is free – bolts must be used at each side to secure.
 - ii. The seat should be of a good condition with no cracks or damage
 - iii. The seat should fit the driver securely and should be the correct depth to stop the driver from falling easily out of the seat.
- h. Transmission
 - i. Direct drive from the engine to the axle via a single chain.
 - ii. All methods of oiling or greasing the chain while in motion are forbidden.
 - iii. A guard must always be fitted, covering the chain and clutch.
- i. Axle
 - i. A magnetic parallel 25mm diameter axle.
 - ii. Split quick-release axle bearings are not permitted.
 - iii. Must be fitted with circlips on each end of the axle.
- j. Brakes
 - i. Mechanical or hydraulic, solid disc, operating on the rear disc only.
 - ii. Drilled hole or slots are permitted only on homologated systems only.
 - 1. Radially vented disc are not permitted
 - iii. The brake linkage must be duplicated
 - iv. Must be fitted with R-clips to brake pins or secured mechanically
- k. Wheels
 - i. Wheels may be two-piece or mono aluminium construction.
 - ii. Hubs may be separate or integral.
 - 1. Wheel hubs with an overall length of less than 60mm must not overhang the ends of the rear axle; measurement will be taken from wheel to hub mating surface.
- l. Tyres
 - i. Dry Tyres – Dunlop SL3-MSUK front 10x3.6x5, Rear 11x5x5
 - ii. Wet tyre – Dunlop KT3-MSUK front 10x3.6x5, Rear 11x4.5x5
 - iii. Tyres must NOT be cut/scored/grated
 - iv. Tyres must NOT be altered in any way
 - v. Tyres must NOT have any chemical/s applied to soften or modify the tyre in any way.
 - 1. Including household cleaners
 - 2. Plastic wrapping that is not the original packaging supplied by the manufacturer
 - vi. Tyre warmers or any device or equipment that delivers heat into the tyres may NOT be used.
 - vii. A set of pool tyres will be available at the discretion of the officials if wrongdoing or tampering is thought to have occurred.
- m. Number Plates
 - i. Front and rear numbers should be run
 - 1. Numbers should be clearly defined and not form a part of a design
 - 2. Numbers should be in a contrasting colour to the background
- n. Weight
 - i. The minimum driver weight is 27kg
 - 1. Ballast must be secured to the kart or seat in a way that means it cannot work loose. We recommend mechanical fixings.
 - 2. Weight post will only be allowed to carry a maximum of 7.5kg of lead ballast.
 - 3. Individual pieces or blocks of ballast should weigh no more than 5kg.

JUNIOR PRO KART

1. Championship Regulations

- a. See General Sprint Regulations
- b. Entry fees
 - Race Day £50
 - Practice Day Before £30 [practice on other weekends £35]
 - Transponder Hire £10
- c. Registration via <https://teessideautodrome.alpahtiming.co.uk/register/ikr>

2. Race Day Regulations

- a. Both classes will run together – on track at the same time
- b. Race Format –
 - i. Honda 200 Extreme Junior Pro Kart
 - Practice 10 minutes
 - 3 x 10 lap races
 - 1 x 12 lap final

3. Championship Regulations

- a. To be set by each IKR circuit
- b. Entry fees set by each IKR circuit
- c. Registration via the specific IKR website or office

4. Race Day Regulations.

- a. The format of RACE days and heats to be decided by each circuit based on their own championship needs.
- b. Junior Pro Kart Class will be run as its own grid when more than 5 entries are present
- c. Championship points should be per the championship's other classes at each IKR
- d. Penalties should be per the IKR rules and regulations for their championship

5. Competitor Eligibility

- a. 13- 16 years old
 - i. competitors should be considered eligible in the year of their 13th birthday
 - ii. or if they are currently 40kg or above in weight excluding ballast or helmet and over 149cm in height
 1. drivers who wish to enter the Junior Pro Kart class based on height and weight rather than age
 - a. should be able to demonstrate driving skills and minimum lap times to prove they are competent
 2. A senior official should assess competency at a practice session.
 - a. The IKR should set minimum lap time in question
 - iii. Drivers will cease to be eligible for Junior Pro Karts at the end of the season in the year they turn 16 years old
- b. Competitors must
 - i. Be accompanied by and signed on by a parent or guardian that is over 18 years old at each practice and race meeting
 - ii. Pay any joining or registration fee at each IKR circuit
 - c. Driver Weight
 - i. Driver and kart, when weighed together [including kit], should weigh a minimum of 165kg at all times.

6. Kart Eligibility

- a. Chassis Twin Pro Kart minimum 1040 to maximum 1080mm length chassis
 - i. Chassis must be from a recognised kart manufacturer

- ii. The chassis should be in good condition with no cracks etc.
 - iii. The chassis must be of a one-piece construction
 - iv. Only one chassis is permitted per round unless agreed by the officials that a chassis is too damaged to continue to be safe.
- b. Adjustments
- i. Must only be carried out using manufactured parts that are made to fit the specific kart and be manufactured by a kart spares/manufacturing company
 - a. This includes all adjustments to the kart to make the kart smaller
 - to bring the peddles closer to the seat or higher
 - To move the seat stays in to fit a narrower seat
 - To bring the steering wheel closer or higher
- c. Engines - All engines are subject to a buy-back rule and can be brought for £800+VAT per engine.
[see supplementary information sheet for details]
- i. 2 x RPM Pro Extreme 200 sealed engines with 4 seals in place
 - ii. DEP exhaust fitted
 - iii. 15mm restrictor plate in the carburettor
 - iv. All engine numbers should be registered with the race organisers
 - v. Any engine changes during a race should be by prior agreement with a race official with designated responsibility at that race meeting.
 - a. In the event of the competitor's engines being sent for scrutineering at the end of the meeting, the original engine and the two engines on the kart will be sent away as well.
7. Rear-axle - 30mm hollow or solid metal
- a. Circlip must be in place at both end of axle to prevent hub loss
 - b. 219 drive chain only
 - i. Chainguard should be in place at all times
 - a. A plastic strip or the full cover
 - c. Gearing
 - i. Gearing will be fixed at each circuit- Teesside 20 front 66 rear
 - ii. Sprocket guards must be fitted and made from plastic only
 - d. Brake fitted to the rear axle only
 - i. Hydraulic
 - ii. Metal brake disc only
 - a. drilled or vented disc allowed
 - iii. Brake safety wire must be fitted in case of failure
 - iv. A calliper with the maximum of four pistons may be fitted with two per side of the disc, may be used.
 - g. Wheels mono aluminium or MAG wheels -25th November 2018 It was agreed that the following regulations would be adjusted
 - i. Wheels mono aluminium or MAG wheels a. Rear wheel[rims] will be set as the following
 - ii. Rear wheels for slick tyres will be a minimum of 200mm and a maximum of 214mm
 - iii. Rear wheels for wet tyres will be a set width of 180mmTyres – All tyres must be NFA marked
 - iv. Bridgestone YDS for dry conditions
 - v. Bridgestone YFD for wet conditions
 - 1. Tyres must NOT be cut
 - 2. Tyres must NOT be altered in any way
 - 3. Tyres must NOT have any chemical/s applied to soften or modify the tyre in any way

- Including and not restricted to household cleaners
4. Tyre warmers or any device or equipment that delivers heat into the tyres may NOT be used.
 5. A set of pool tyres will be available at the discretion of the officials if wrongdoing or tampering is thought to have occurred.
 6. Tyres must NOT be cut/scrubbed/abraded manually – other than in the normal running of the kart.
- i. Steering column must have a collar fitted to secure it to the kart if the bottom bolt fails
 - j. Seat
 - i. The seat must be correctly fitted to the kart using the original seat stays
 - ii. The seat must not show damage or fatigue due to the placement of ballast attached to the seat.
 - k. Throttle return springs must be fitted to both the carburettor and pedal.
 - l. Bodywork
 - i. Side pods must be fitted to the kart and should not exceed the width of the rear tyres
 1. Should be securely attached to the chassis
 - ii. Nassau panels only NO BIGFOOTS
 - iii. Rear Bumper should be CIK Plastic or metal
 1. The rear bumper must be secured to the kart at two points
 2. The rear bumper must cover 50% of each of the back tyres as a minimum
 - iv. All bodywork should be securely attached to the kart at all times, the use of r-clips and circlips where indicated is a must and a scrutineering failure if they are not in place.
 - m. Numbers
 - i. Front and rear numbers are required
 1. Some IKR circuits require a side number as well
 2. Displayed in a panel clear of other graphics
 3. No italic or fancy fonts are allowed
 - i. The driver and kart together with any ballast required must weigh
 1. 165kg at all times
 2. A maximum of 30 kilograms of lead ballast may be added to the kart to achieve this weight.
 3. All ballast should be safely and securely fitted the body of the kart or the seat.
 - a. Drivers and teams will face harsh penalties if ballast comes lose from the kart during the race meeting.
 4. Weight post will only be allowed to carry a maximum of 7.5kg of lead ballast.
 5. Individual pieces or blocks of ballast should weigh no more than 5kg.
 6. The use of lead seat inserts or loose lead that the driver sits on will NOT be permitted.
 4. All numbers should be clearly printed with Neon Orange background and a Black number

Officers

Malcolm Fell - Chief Scrutineer

Roger Pitchford - RPM Engines

The 200 extreme engine is regulated by RPM, your engine should have been sealed by them.

Kathryn Franklin - Teesside - Clerk of the Course

Nick Lowe - Stretton and Shennington - Clerk of the Course

Malcolm Fell - Rowrah - Clerk of the Course

Fulbeck - TBC Jurby [IOM] - TBC

NOTES

1. Supplementary regulations [SR'S] will be issued by each IKR circuit for GEARING and any other matters arising. Please make sure that you contact the circuits you plan to race at to confirm these regulations.
2. Implementation of these rules will be at the discretion of the COC on the day at each circuit, rights to appeal will be by the rules and regulations governing the IKR running the event, this may vary.
3. In the unlikely event that the scrutineering at a particular IKR or RPM is in question, the driver and the kart in question can be referred to Malcolm Fell to further scrutineer the kart for a charge to the party of £250, plus any fees arising.

Supplementary Regulations

This rule has been amended on this document and appears here for your reference.

25th November 2018 It was agreed that the following regulations would be adjusted

- g. Wheels mono aluminium or MAG wheels a. Rear wheel[rims] will be set as the following
 - i. Rear wheels for slick tyres will be a minimum of 200mm and a maximum of 214mm
 - ii. Rear wheels for wet tyres will be a set width of 180mm

PRO KART

- Honda 200 Extreme
- Honda 160

1. Championship Regulations

- a. See General Sprint Regulations
- b. Entry fees
 - i. Race Day £50
 - ii. Practice Day Before £30 [practice on other weekends £35]
 - iii. Transponder Hire £10
- c. Registration via <https://teessideautodrome.alpahtiming.co.uk/register/ikr>

2. Race Day Regulations

- a. Both classes will run together – on track at the same time
- b. Race Format –
 - i. Honda 200 and 160
 - Practice 10 minutes
 - 3 x 10 lap races
 - 1 x 12 lap final

3. Driver Eligibility

- a. Driver should be over 16 years old
 - i. No upper age limit applies
- b. Drivers, when weighed together with the kart [including kit]
 - i. Honda 200 Extremes 185kg
 - ii. Honda 160 180kg

4. Kart Eligibility

- a. Chassis Twin Pro Kart minimum 1040 to maximum 1080mm length chassis
 - i. Chassis must be from a recognised kart manufacturer
 - ii. The chassis should be in good condition with no cracks etc.
 - iii. The chassis must be of a one-piece construction
 - iv. Only one chassis is permitted per round unless agreed by the officials that a chassis is too damaged to continue to be safe.
- b. Engine
 - i. RPM Honda 200 Extreme engine
 1. All engines are subject to a buy-back rule and can be brought for £600. [see supplementary information sheet for details]
 2. 2 x RPM Pro Extreme 200 sealed engines with 4 seals in place
 3. DEP exhaust – engines can be run with or without a DEP exhaust
 4. All engine numbers should be registered with the race organisers
 5. Any engine changes during a race should be by prior agreement with a race official with designated responsibility at that race meeting.
 - a. In the event of the competitor's engines being sent for scrutineering at the end of the meeting, the original engine and the two engines on the kart will be sent away as well.
 6. In all cases, we will refer to RPM rules governing the 200 Extreme engines
 7. RPM may choose to make changes to these ruled at any time which may affect the eligibility of the engines. We will aim to allow a maximum of one meeting for competitors to meet any changes.
 - ii. Honda 160 engines are to be run as per the technical regulations aid out by ABKC version 12 regulations

- c. Axle
 - i. 30mm hollow or solid magnetic metal only
 - 1. A circlip must be placed at each end of the axle to prevent hub loss
- d. Brakes
 - i. Fitted to the rear axle only
 - ii. Metal brake disc only
 - 1. Drilled or vented disc allowed
 - iii. Brake safety wire must be fitted in case of failure
 - iv. A calliper with the maximum of four pistons may be fitted with two per side of the disc, may be used
- e. Gearing
 - i. Gearing is open
 - ii. Sprocket guards must be used
 - iii. 219 chain only
- f. Wheels
 - i. Mono Aluminium or MAG wheels
 - 1. Front wheels must have a maximum width [bead to bead] of 132mm
 - 2. Rear slick rims must be a minimum of 180 mm [bead to bead], to a maximum of 214mm.
- g. Tyres
 - i. Bridgestone YDS only for all conditions
 - 1. NO WET TYRES WILL BE ALLOWED FOR PRO KARTS
 - 2. Tyres must not be CUT
 - 3. Tyres must not be altered in any way
 - 4. Tyres must not have any chemicals applied to soften or modify the tyres in any way
 - 5. Tyre warmers or any device designed to put heat in the tyres must not be used
 - 6. Pool tyres will be available to be used at the discretion of the officials if wrongdoing is suspected.
- h. Steering column
 - i. Must have a collar fitted to secure it to the kart if the bottom bolt fails.
- i. Throttle
 - i. Throttle return springs must be fitted to both the carburettor and pedal
- j. Bodywork
 - i. Side pods must be fitted and should not exceed the width of the rear tyres
 - 1. Should be securely attached to the chassis
 - 2. If your running them 'lose' additional tie wraps should be in place to prevent loss.
 - ii. Nassau panels and bigfoots are allowed
 - iii. Rear bumper should be metal or plastic approved bumper
 - 1. The rear bumper must be secured at two points
 - 2. The rear bumper must cover 50% of each rear tyre as a minimum
 - iv. All bodywork should be securely attached to the kart at all times with mechanical fixings, the use of r-clips and circlips where indicated is a must and a scrutineering failure if they are not in place.
- k. Numbers
 - i. Front and Rear numbers required.
 - ii. Numbers should clearly be displayed on the Nassau panel, in a plain coloured panel in a contrasting colour and should not form part of a design.

TWO-STROKE CLASSES

Rotax, Mini, Junior, Senior 162/177

This class is to conform with all the regulation as laid out in the 2020 Motorsport UK Yearbook and adheres to the Rotax FR125 Max fiche plus the extensions for the junior including the cylinder differences.

The rules and regulations in this document are to use a guide for general points for this championship.

For detailed information and the exacting technical specifications, please refer to the MSUK Gold Book 2020.

See attached Regulations from MSUK.

SUPPLEMENTARY INFORMATION

1. BUY BACK

- a. A Competitor (The Claimant), who can only be another competitor entered that event on that day, can require an engine or engines, used in that event, to be sold by the user or owner, to The Claimant.
 - i. The organisers of the event reserve the right to buy back engines if they deem them to have been misused or the buy back rules have been used to perpetuate an unfair and/or unreasonable or un-sportsman like conduct.
- b. It is a condition precedent to acceptance of registration for the Championship Class and entry to each meeting that any driver competing shall have the right to purchase any other driver's engine(s) in accordance with the procedures set out herein. Similarly, all drivers agree by entering the event to agree to sell their engine(s) in accordance with the following.
- c. Notice of Intention to purchase an engine shall be in writing.
 - i. The Claimant must state which engine(s) he wishes to purchase by noting the driver (or team) name and race number and the Claimant's (or team) name and race number.
- d. The Notice of Intention must be lodged with the CoC before the final race (for this class) of the day ends (whether by Chequered or "Red flag"). If more than one Claimant wants the same engine(s) then the CoC will decide, by who lodged the earliest notice of intention and payment in full.
- e. The Claimant may only claim one engine or pair of engines during any race meeting.
- f. The engine(s) purchased may only be subsequently used by the Claimant i.e. they cannot be repurchased or used by the previous owner.
- g. A claim cannot be made between team members.
- h. The CoC shall advise the other competitor (team) of the Claimants request as soon as reasonable but, in any case, before the karts leave parc fermé after an event. Engines cannot be claimed after this.
- i. The Claimant shall lodge the "Buy Back Price" (stated in the Schedule of Particulars), in cash with the CoC, no later than thirty minutes after the end of the race or last race of the day (for this class and in which the Notice of Intention to purchase was issued), or before this class has been released from Parc Ferme, whichever is first.
- j. The "Claimed" engine remains the property of its owner until such time as any post-race scrutineering checks have been completed satisfactorily. In the case of a Honda 200 Extreme, the Organiser will return the engine to RPM for full scrutineering post-race, If there is any discrepancy found, then the CoC may decide not to proceed with the "Buy Back" arrangement and return the cash deposited to the Claimant. Nevertheless, it is not a prerequisite of the claiming process that engines need to be or must be inspected.
 - i. The Claimant understands that the engine purchased will be in its post-race condition or (if inspected by the Scrutineers) may be disassembled partly or in total. It is the responsibility of the Claimant to reassemble and all costs associated are the Claimant's.
 - ii. If a driver (or team) refuses to hand over any engine, parts, (whether professed to be lost or stolen) or damages same, then the matter will be considered as an admission that the engine is not eligible, and the driver shall be excluded from the results of that race meeting and forfeit all Championship Points accumulated to date.
 - iii. In such cases, the Organisers may refuse any further entry to the competition or Championship.
 - iv. It is expected that there will be a paper record of the transaction. It will record the date and time of the first Notice, The time that the money is lodged with the CoC, The name of the Claimant, The name of the engine owner, The unique engine number, A statement to the effect that neither the engine owner or the meeting organisers accept any responsibility for the suitability, eligibility, compliance, or otherwise - i.e. "caveat emptor". The paper record shall be signed by the Engine Owner, The Claimant and the CoC and copies provided to each and the Organising Club.
- k. Schedule of Particulars
 - i. For the purposes of this championship and the regulation, the engine suppliers or engine preparers shall be deemed to be
 1. Honda 200 Extreme in all classes to RPM only.
- l. The "Engine" for the purposes of these regulations is complete but with the over-engine fuel tank removed, pull starter rotated, governor mechanism removed, vacuum take-off applied and cam gear optimised, bore

prepared, appropriate valve springs and modified exhaust. It shall be provided with an engine cover, fuel pump and relevant piping. Oil, engine mounts, throttle linkage and clutch are not included.

- m. The Technical Regulations governing the engine [GX160] shall be the current or latest version of the Honda GX160 Technical Regulations, available from the ABkC website. Initial Purchase Price Max £600 (plus VAT) each. It is intended that this price remains fixed for the 2019 season and will not alter unless there is a significant change in the cost of the UK supply price for the engine.
 - n. Buy Back Price £850.00 each, in addition to commercially-prepared engines (see Schedule of Particulars), any privately prepared engine or an engine prepared commercially by an organisation who is not listed in the Schedule of Particulars, is eligible for use in the competition provided that it complies with the Technical Regulations and, if requested, the owner forfeits his engine at the Buy Back Price stated.
 - o. The commercial element and financial transaction will be a matter between two persons, The Claimant and the seller. The only function of the CoC, race director, promoter or Teesside Sprint will be purely to monitor this transaction; they will not be held responsible for the transaction.
 - p. A failure to complete the buy-back process by refusal to sell an engine when so requested will result in a penalty which will range from being compelled to move to the Pro class and losing all points to that date, to being excluded from the series completely, at the discretion of the organisers. The organisers reserve the right to buy back any competitor's engine (from Buy-Back classes) at the end of any event.
2. Clarification If you require further information or clarification of any Regulation, please contact the organiser in writing at Teesside Karting LTD, Clerk of the Course, South Tees Motorsports Park, Dormor Way, Middlesbrough, TS66XH.

Teesside Karting's Paul Franklin and Kathryn Franklin have been given permission by RPM to cut off and replaced the seals from 200 Extreme engines to check the integrity of the engines during scrutineering procedures. This process will be documented and a record sent to RPM.

Teesside karting have made every effort to cover all aspects of the Sprint Championship within this document.

From time to time, rules and regulations may need to be altered, removed or new regulations added, penalties for incidences that are not covered in these regulations may be included at our discretion.

Above all else, we do this for fun and enjoyment for ourselves and our children. We run an open and friendly paddock, where children play together, food is eaten together and above all, we are a community. Please respect this; you can do this by leaving battles and grievances on the track.

Paul and I take a very dim view of any group or individual who means to disrupt our community.

Kathryn Franklin
Clerk of the Course
Teesside Karting LTD