

TEESSIDE KARTING LTD

SUMMER SERIES 2023

V3 RULES AND REGULATIONS 03.2023 – 12.2023

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INTRODUCTION

The Teesside Summer Championship IKR, will be eight rounds held over seven weekends, with a double header in August during the school holidays, seven rounds to count.

We have set the championship classes up differently this year to give us more flexibility, with grids and revise how points are scored in mixed grids, these changes won't affect the ability sub classes in Senior Pro which will continue to run as they have done in the past.

Entry to the championships will open on February 1st, 2023 along with entries for round 1 which will be over the weekend of 25-26th March 2023.

Grids will run

Bambino C50 and IAME – minimum 10 entries maximum 20

Cadet Honda 200 – 950 and 900 chassis cadets will run in a mixed grid

Micro Max – Minimum 10 entries maximum 25

Mini Max 2022 and Inter Max will run in a mixed grid

Junior Rotax will run its own grid

Senior Rotax 162 and 177 will run as a mixed grid

Senior Pro Kart and Junior Pro Kart will run as a split grid unless Junior Pro Kart has more than 10 entries or Senior Pro Kart has more than 30 entries. This will be a round by round decision.

We reserve the right to remove any grid that cannot achieve minimum numbers for the season.

Tyres for 2023 season – please note that – only one set of tyres per round can be used these are the set that you input in to scrutineering for that event only.

Bambino will be able to use an unlimited number of tyres for the season – all tyres must reach a minimum of 2mm tread depth across the width of the tyre to be deemed legal.

Cadets both classes can use a maximum of three sets of slick tyres across the season and an unlimited number of sets of wet tyres during the summer season.

All Rotax classes can use a maximum of five sets of slick tyres and an unlimited number of sets of wet tyres during the summer season.

All Pro Karts Classes will be able to use a maximum of five sets of slick tyres and Junior Pro Kart Entries can use an unlimited number of set of wet tyres.

Paddock bay general rental will open on March 10th, 2023 – drivers who rented spaces in 2022 will be given first refusal on their spaces for 2023. These drivers will need to contact us via email no later than the 10th March to re-rent the same spaces.

You will be able to rent available spaces via your Alpha account for a charge of £120 [not including electric] for the season up to and including the December O plate race.

Electric will be charged per round at £15 per day and operates solely as first come first served.

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 arrange 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.
- **Waste containers must be used by all motorhomes, caravans and race vans. These can then be emptied in to the Elsan point only.**
 - **Charges for clean up will apply to anyone allowing waster to follow directly on to the paddock floor.**
- Electric hooks-up 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 unplugged 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.
 - When using the electric hook-ups, you must NOT plug in a welder or any other high pull machinery.
- NO WELDING IN THE PADDOCK
- 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 at any time – especially on the dummy grid
 - We reserve the right to give penalties for people who contravene these rules
 - Engines should not be started on the stand in a way that allows the wheels to freely spin
 - Engines should be started on the ground or with the brake applied
- 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 in 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.
- **Rubbish – all rubbish should be placed in bin bags and placed in or next two the large red bin and skip located behind the yellow gates.**
- **Tyres – any driver that leaves tyres behind will be fined £100 for disposal per set – this will be applied to your Alpha account and you will not be able to enter any events until it is paid.**

GENERAL SPRINT RULES

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 MSUK as an IKR [Independent Kart Race]. We still look to recognised regulations for each class. 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.

Winter Championship 2021-2022

- Teesside Summer Sprint Series Rounds will run as two-day events apart from the double header which will run as a three day event.
 - March 25th -26th
 - April 22nd-23rd
 - May 27th – 28th
 - June 24th – 25th
 - August 25th – 27th Double Header
 - September 23rd -24th
 - October 21st – 22nd
- All drivers are encouraged to provide their own TR2 transponder.
 - There will be around 60 transponders for hire at the circuit for £15 per race day.
 - Lost or damaged transponders will be charged to the entrant at up to replacement cost of £250. This charge will be added to your Alpha account or paid on the day.

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 allocated garage adjacent to the circuit.
 - a. Only pump fuel from the designated garage.
 - b. Bambinos must only use a CIK approved 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 the 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 karts have to be moved around the site on trolleys at all times. No Karts can be driven in the paddocks at any time.
 - 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 the safety of everyone on site.

ENTRY

- All entries online <https://teessideautodrome.alphatiming.co.uk/register/series>
- No duplicate numbers will be allowed in the same class
 - Your championship number will not be reserved or kept from previous seasons, so you will need to choose your number again for this championship
 - Members will be given priority when booking numbers
 - Seeded numbers are not in use
 - The use of 0, UK, S, I and GP plates can be used by prior agreement with the organiser – you will need to book online using a race number.
 - Drivers who won the right to use the 0 plate may select this number other drivers may not choose 0
- We only take entries online, book, pay, signing on and scrutineering are online only.
 - Each driver must check in, in person at the venue before driving on circuit – a driver's band will be issued
 - For this championship each event is listed as a two-day event, with practice and the race day as one payment
 - Qualifying will take place on the Saturday afternoon or the first day, for qualifying classes
 - Race day only entries can be made once you have entered the Championship by contacting the office directly – charged at £75
 - All entries must be made by 1200 on the Wednesday before the event, failure to enter by this deadline will result in starting all heats from the back of the grid.

RESULTS AND GRIDS

- Results from qualifying and each heat will be published online at results.alphatiming.co.uk/sgp
- Grids will be published only on results.alphatiming.co.uk/sgp
 - Grids are not Printed
 - Random Grids will be published in the app as well
- Changes and notifications will ONLY be posted to the online via the Alpha Race Hub App.
- Notifications and calls to the Clerk of the Course will only be in the App make sure you check regularly for updates.

CLASSES – at Teesside – see SRs for other circuits

Grid	Class/engine	Restrictor	Weight	Gearing	Dry Tyre	Wet Tyre	Start
Bambino	Comer C50 IAME	10mm	71kg	80 rear	Le Cont MSA 04	Le Cont MSA 04	Standing
Cadet	Honda GX 200 Extreme	RPM15mm	107kg	20/68	Cadet Dunlop SL3	Cadet Dunlop KT3	Standing
Micro Max	Rotax Micro Max	JAG restrictor	105kg	OPEN	Cadet Dunlop SL3	Dunlop KT3	Rolling
Mini Max 2022	Rotax Mini Max	38mm	132kg	OPEN	Mojo D2	Mojo W5	
Inter Max [950]	Rotax Mini				Mojo C2	Mojo CW	
Junior Pro Kart	Honda GX 200	RPM15m m	165kg	20/66	Dunlop SL1	Dunlop KT12/SLW2	Standing
Senior Pro Kart	Honda GX 200		185kg	OPEN	Dunlop SL1 barcoded	n/a	Standing
Junior Rotax	Junior Rotax		148kg	OPEN	Mojo D2	Mojo W5	Rolling
Senior Rotax 177	Senior Rotax		177kg	OPEN	Mojo D5	Mojo W5	Rolling
Senior 162	Senior Rotax		162kg	OPEN	Mojo D5	Mojo W5	Rolling

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 if you are late to the dummy grid, the race will start without you. No calls will be made for the grids a set time will be given for karts on circuit you should be wheels on the floor on the correct dummy grid spot a minimum of two minutes prior to that time.

i.e – the one track time is given as 1034 you should be wheels on the floor ready to go in the correct space at 1032, if there is a short delay of less than 10 minutes on track before your heat you should still be at the dummy grid on time. Delays will be notified on the noticeboard for the event.

The official itinerary will be shared in the week leading to the event.

RACE PROCEDURE

Grid Positions

- The driver with the fastest lap in qualifying or the driver allocated pole [in random heat grids] will start on pole and so on until the slowest driver is in the last position.
- The grid will be closed when 2 laps of the previous heat left.
- 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 the track] before joining.
- Karts that become out of position during the rolling lap may resume their position during the roll-up lap, up until the leader is level with the last marshal post before the start line.
- Qualifying grids will be decided the starting position in heat one
 - Heat one finishing positions will be the grid positions for heat two
 - The grid for the final will be decided based on points given for the finishing positions in the heats combined
 - The driver with the high points starts on pole.
- Random heat grids will be allocated and shared online on Saturday.

Dummy Grid

- Drivers should assemble on the dummy grid area, two by two and await 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 [Teesside ONLY]
- Drivers are not permitted to accelerate from the back of the dummy grid before entering the circuit. Please queue in the first available space.
- Any driving on the dummy grid should be done at slow pace until you have passed the armco barrier at the pit exit.

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
- Consideration should be given when weaving on the formation laps, especially by more experienced drivers, to allow for less experienced drivers.
- For rolling starts the pole driver will control the pack, no acceleration before the cones that show the acceleration line on track.

Starts

- Only Bambino and Cadets will start with a standing start all other grids will start with a rolling start
- All classes will have one rolling lap before the start [either rolling or standing] this is from leaving the pit lane and reaching the start line for the first time.
- Bambino parents can walk to the start line and wait on the grass for their child to complete the out lap.

- The start line marshal will then put them in the correct grid position; once all the karts are in place, parents can move forward and help their child get settled and ensure the engine is running correctly.
- For Bambino starts [IAME/C50] IAME's will always start at the front in their qualifying order with C50 behind; they will start with one dropped green flag
- All grids will start on a dropped green flag.

Race Formats

- Bambino will race
 - 8-minute qualifying
 - 3 warm up laps
 - 3 x 8-minutes +1 lap heats
 - 8-minute + 1 lap final
- Cadets, Micro, Inter and Mini22
 - 8-minute qualifying
 - 3 lap Warm up
 - 3 x 8- minutes +1 lap heats
 - 10- minute +1 lap final
- Junior Rotax, All Pro Karts and All Senior Rotax
 - 10-minute qualifying
 - 3 lap warm up
 - 3x 10 minutes + 1lap heats
 - 12 minutes + 1lap final

Race Finish

- All sessions and races will finish with a Chequered Flag
- Drivers are required to complete a 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 as directed by the Clerk of the Course
 - Start from the back of the grid
 - Be disqualified from the session
 - Be excluded from the whole days of racing
- Cadets and Bambinos should be met at the pit exit with a trolley and wheeled back to your paddock area.
- Drop down nose cones will be recorded as the karts enter the pit lane entrance.
 - Any driver seen to be tampering with the nose cone will be excluded from the whole meeting with no recourse.

Breakdowns on track

- Karts that break down on the circuit will be 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 needed help.
- No repairs should be carried out on the 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; please do not enter the circuit unless specifically told to do so.

SCRUTINEERING

- All competitors must complete scrutineering online before official practice on Saturday; this must include all tyre barcodes.
 - If the barcodes are damaged on used tyres, you must have them marked by the scrutineer before official practice.
 - New tyres that do not have barcodes may not be used.
- Karts must always meet these technical regulations during official practice and racing. It is the competitors' responsibility to ensure that their kart complies.
 - The technical regulations are not an exhaustive list and only cover common or main points for each class; if you are unsure about anything not covered, contact an official.
- Technical checks may be carried out before, during and after practice, qualifying 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 competitors.
 - The chassis must be of one-piece construction, either brazed or welded and constructed from magnetic steel tubing whose cross-section is free.
 - A scrutineer may check all karts before being permitted onto the circuit. Please note that the fuel caps and systems will be checked during scrutineering, and if found loose or defective, they must be replaced/repaired 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 the pit for repairs.

PENALTIES AND WARNINGS

INFRINGEMENT	PENALTY
ABC - Advantage by contact – first offence	Warning and a 5-second penalty
ABC – Advantage by contact – second offence	Black flag – 5-second penalty
Driving in an unsafe and reckless manner	Warning/black flag/DSQ
Aggravated contact	Black Flag/ DSQ from the meeting
Failure to make the grid	Start from the back of the grid
Overtaking during formation laps	5-second penalty
Weaving or spinning during formation laps	5-second penalty or grid penalty
Jumping the Start	5-second penalty 1st offence/ 10 second 2nd offence
Spinning out on the warm-up/rolling laps	Start from the back of the grid
Not attending the briefing	£50 fine
Failure to comply with flag signals – first offence	Warning – 5-second penalty
Failure to comply with flag signals – second offence	Black flag – 5-second penalty
Failure to comply with flag signals – third offence	10-second penalty
Overtaking or failure to slow down after chequered flag	Up to 5-second 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	Qualifying start from back of grid / race DSQ
Failure of scrutineering	Exclusion from meeting
Failure of scrutineering engine/s	Exclusion from Championship
Unsporting conduct on or off the circuit	At the discretion of CoC

APPLICATION OF PENALTIES AND WARNINGS

- Warnings will be on the Digiflag during the race when available or given manually.
 - Warnings that have to be applied post-race will be announced on the results.
 - 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 the 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. Likewise, for any other party, senior drivers that become aggressive.

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 for three championship driver have to complete 50% race distance.
- Any disqualifications 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 point-scoring rounds.
- 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) The circuit operators do not provide personal injury insurance for any owner-driver event to any driver.
- 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 approaching 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 will 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. They will be escorted.
- 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 Race Director.
 - 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.
- 11) All 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, a 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 rules and regulations laid out here or in future SRs, please seek confirmation from the Clerk of the Course before proceeding.
- 15) Any driver, mechanic or member of a 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 children 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 the hospital.
 - ii) By consuming alcohol or similar while your child is racing, you will be compromising your child's welfare.

RESPECT IN RACING POLICY

We are part of the Respect in Racing [IKR operators] group; we have a clear policy to deal with behaviour that brings the sport in to disrepute or poses a safety/safeguarding issue at events or venues.

The application of any penalties, DSQ or bans from circuits is shared among this large group of IKR operators, and the punishments cover all circuits. i.e., if you get banned at a Teesside event, you will also be banned at CKC, BKC and vice versa.

A full copy of these rules will be available.

REGULATIONS BY CLASS

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 and collection area has been allocated to collect drivers at the end of each race with a kart trolley.
- During a Race event, parents are only allowed to walk down during the out lap and wait on the grass adjacent to the grid once all the drivers are placed in the correct spaces by the start line marshall, you will be allowed to walk forward to your driver.
 - Once 'clear the grid' is called, you must move immediately off the circuit.
 - Failure clear the grid or refusal to remove yourself may result in disqualification of the driver from the event.
- 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, while 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 calls 'ENGINES ON' or 'START YOUR ENGINES.'
- Karts must not be revved excessively as to cause a nuisance.
- 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 – will be announced.
 - c. Registration via <https://teessideautodrome.alpahtiming.co.uk/register/series>
2. Race Day Regulations
 - a. Race Format –
 - 8-minute qualifying
 - 8-minutes +1 lap heats x 2
 - 8-minute + 1 lap final
3. Competitor Eligibility
 - a. C50
 - i. 5-8 years old
 - ii. Considered eligible if their fifth birthday falls before 25.02.2021
 - 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.
 - a. Drivers/Parents who refuse to allow the engine to be sent away for scrutineering will be disqualified from the round and score no points.

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 6th birthday to 31st December of the year of 8th birthday.
- (1) Children from 5th birthday maybe be able to apply for an exemption to race if they have shown competence on the circuit in test sessions when observed.
- ii) Weight. Minimum 71kg, 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.

BAMBINO IAME

Will run to technical regulations laid out by Bambino Kart Club these are available online –

<https://thekartchampionship.co.uk/wp-content/uploads/2022/12/2023-Iame-M1-Class-Regs-v1.1.pdf>

– engine regulations can be found online here

http://www.iame.co.uk/wp-content/uploads/2019/03/363_IAME-M1-60cc-PULL-START-rev06.pdf

CADETS

- Honda 200 Extreme Cadet
1. Championship Regulations
 - a. See General Sprint Regulations
 - b. Registration via <https://teessideautodrome.alpahtiming.co.uk/register/series>
 2. Race Day Regulations
 - Race Format – 8-minute qualifying
 - 3 lap warm up [race day]
 - 8- minutes +1 lap x 2 heats
 - 10- minute +1 lap final
 - a. All Cadet karts must be pushed to the dummy grid on a trolley
 - i. NOT driven through the pits or paddock.
 - ii. 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]
 - iii. The driver should not be in the kart while it is on the stand
 - iv. 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
 - a. Honda 200 Extreme
 - i. 8-13 years old
 1. Considered eligible in the year they turn 8 years old but must prove competence to compete before they turn 8 years old
 2. Until the 31st December in the year that they turn 13 years old
 - ii. Drivers must weigh 107kg when weighed with full kit and the kart
 4. Kart Eligibility
 - a. Engines
 - i. Honda 200 Extreme Cadet engines
 1. These are a sealed engine that is only available from RPM
 - a. From 01.02.2021 these engines must have a logbook available from RPM directly
 - b. This logbook is online, and the scrutineer has free access to check the seals and engine numbers
 2. The engine must have one complete and untampered seal attached to any engine used to compete or practice
 3. All 200 extreme engines fitted with **a 15mm restrictor fitted and a DEP exhaust**
 - a. Both are installed by RPM only – please note the 15mm restrictor is not available for sale from other suppliers and is stamped RPM
 4. We recommend that any second-hand engine that you purchase is returned to RPM to be checked and serviced and has the seal numbers recorded before you use it to compete at Teesside.
 5. Teesside may ask for proof that 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 seal numbers or restrictor size output of any engine is called into question, TSK LTD reserves the right to remove the engine from the competitor and return it to RPM for independent inspection and scrutiny.
 - a. RPM will only discuss the outcome of these tests with Teesside, who will then jointly decide the outcome or penalties to be applied.
 - b. 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 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.
- b. GENERAL [Engine]
- i. All engine numbers and seal numbers must be registered with the organiser no later than signing on the morning of the race day.
 - ii. 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.
- c. Chassis
- i. Only MSA homologated Cadet chassis will be permitted
 1. 900mm and 950mm chassis are permitted for use.
 - a. The 950mm chassis will run to national regulations not laid out here.
 2. The chassis should remain homologated in all respects and should only be modified for safety reasons.
 3. 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 – 950 mm +/- 5mm
 2. Overall length 1700mm -1750mm
 3. Overall width min 2/3 wheelbase
 4. Max 1200mm

- d. 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
- e. 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.
- f. 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.
- g. 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.
- h. 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.
- i. Transmission
 - i. Direct drive from the engine to the axel 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.

- j. Axle
 - i. A magnetic parallel 25mm diameter axle.
 - ii. Spilt quick-release axle bearings are not permitted.
 - iii. Must be fitted with circlips on each end of the axle.
- k. 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
- l. 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.
- m. 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.
- n. 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
- o. 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 are subject to change please see website for details
 - c. Registration via <https://teessideautodrome.alpahtiming.co.uk/register/series>
 2. Race Day Regulations
 - o Random grid
 - o 3 lap warm up [race day]
 - o 10- minutes + 1 lap x 2 heats
 - o 12 -minute + 1 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 a 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 always weigh a minimum of 165kg.
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 -
 - i. 2 x RPM Pro Extreme 200 sealed engines with a complete and untampered seal around the engine as supplied and fitted by RPM
 - a. From 01.02.2022 engines must have a logbook supplied by RPM these are available online for the scrutineer
 - 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. Dunlop SL1 for dry conditions
 - v. Dunlop KT12/SLW2 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 always attached to the kart, 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
 - ii. 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 Shenington - 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 180m

PRO KART

- Honda 200 Extreme
- 1. Championship Regulations
 - a. See General Sprint Regulations
 - b. Entry fees – are subject to change please see website for details
 - c. Registration via <https://teessideautodrome.alpahtiming.co.uk/register/series>
- 2. Race Day Regulations
 - Practice day sessions
 - Random grids
 - 3 lap warm up
 - 10 lap heat x 3
 - 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
- 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. 2 x RPM Pro Extreme 200 sealed engines with 1 continuous engine seal as supplied by RPM that is complete and untampered with.
 - a. From 01.02.2022 engines must have a logbook supplied by RPM which is available online for the scrutineer to carry out further checks
 - 2. DEP exhaust – engines can be run with or without a DEP exhaust
 - 3. All engine numbers should be registered with the race organisers
 - 4. 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.
 - 5. In all cases, we will refer to RPM rules governing the 200 Extreme engines
 - 6. 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. Dunlop SL1 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 you're running them 'lose' additional tie wraps should be in place to prevent loss.
 - ii. Nassau panels [and bigfoots are allowed by agreement only due to exceptional circumstances]
 - 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. Numbers of a standard format should be displayed on the front, rear and side pods.
 - ii. All numbers should match and be the number you have signed on with or been allocated.
 - iii. 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.
 - iv. Sub-class numbers
 - 1. Novices will run a black number board with white numbers and a yellow rear board with a black cross.
 - 2. Pro Class Yellow background with black numbers
 - 3. Club class red background with white numbers
 - 4. Elite drivers from BPEC can run the Elite numbers for this event.

ROTAX CLASSES

Micro Max, Mini Max 22, Inter Max, Junior Rotax, Senior Rotax 162 and Senior Rotax 177

This class is to conform with all the regulation as recognised for each class in the UK, engines should be used as standard as supplied by JAG and comply to the standard fiche laid out by JAG for UK use.

The rules and regulations in this document are to use a guide for general points for this Championship. All 2023 Rotax classes will run to the National Regulations set out for the current season and are subject to change by the National Governing body at their discretion. The regulations for Rotax classes laid out in this document were correct and matching the National regulations at the time of writing – it is the responsibility of the driver to make sure that they are aware of any changes made to National regulations after this document was published.

ONLY Mini Max 2022 will run to the published regulations for 2022 laid out below, these are running the Junior Chassis with the 2022 spec Mini Rotax engine with the appropriate restriction.

For detailed information and the exacting technical specifications, please contact our scrutineer.

Age and weights for each class

- Micro Max
 - 8 years old to the 31st December of the year they turn 12 years old
 - Minimum body weight for driver is 28kg
 - Total weight when weighed with the kart 105kg
- Inter Max
 - Age 10 years old until the 31st December of the year they turn 13 years old
 - Minimum body weight for the driver 33kg
 - Total weight 115kg when weighed with the kart
- Mini Max
 - 11 years old to the 31st December of the year they turn 13 years old.
 - Minimum body weight for the driver is 37.5kg
 - Total minimum weight when weighed with the kart is 132kg
- Junior Rotax –
 - Year of the 12th birthday to the 31st December of the year they turn 16 years old
 - Minimum body weight of driver 40kg
 - Total minimum weight when weighed with the kart 145kg
- Senior Rotax classes
 - Year of 16th Birthday, drivers with significant experience may transfer into this class from turning 15 years old.
 - Minimum body weight of driver 52kg
 - Total weight when weighed with the kart is 162kg or 177kg dependant on class

MINI MAX 2022

- 1) Class Rotax Mini Max
- 2) Introduction. A restricted version of the FR125 Junior Max to give the younger driver the opportunity to race Rotax Max.
- 3) Chassis. Any chassis conforming to Motorsport UK Yearbook regulations.
- 4) Rear axle bearings. Only two rear axle bearings may be mounted
- 5) Tyres – Mojo D2 slick and W5 wets
- 6) Engine. The only engine permitted in this class is the Rotax FR125 JUNIOR MAX with restrictors.
 - a) The Junior Max adheres to the Senior Rotax FR125 Max fiche plus extensions for the Junior including the cylinder.
 - b) The cylinder is to be of non-Power Valve type.
 - c) The engine is a single cylinder, liquid cooled, reed valve two stroke.
 - d) All engines must be sealed between cylinder, crankcases, cylinder head and the reed valve block with an official seal to prevent modification.
 - e) All seals must be crimped with the official Rotax crimping tool part No.276 110. Each end of the sealing wire must only pass through the seal once.
 - f) All engines are issued with an official identity card.
 - i) It is the competitor's responsibility to ensure the numbers inscribed on the engine and seal always correspond with those on the identity card.
 - ii) Only authorised dealers will be issued with seals for use during maintenance of the engines.
 - iii) The identity card must be filled in and signed by an authorised dealer.
- 7) Modifications. Neither the engine nor any of its ancillaries may be modified in any way. "Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and/or omission of parts and/or material from the engine package assembly unless specifically allowed within these regulations or the official Motorsport UK fiche. The adjustment of elements specifically designed for that purpose shall not be classified as modifications, i.e., carburettor and exhaust valve adjustment screws.
- 8) The engine must be raced in standard form as manufactured and supplied by Rotax unless otherwise stated. Filing, grinding, polishing, surface treating, machining, or lightening of any component is forbidden unless otherwise stated.
 - a) The addition of material to any component is not allowed unless otherwise stated.
 - b) All parts used in or on this engine must be of original manufacture or source as supplied by Rotax for the FR125 Max unless otherwise stated.
 - c) The engine is to be used with air box, carburettor, fuel pump, radiator, wiring loom, ignition system and exhaust system as supplied by Rotax unless otherwise stated.
 - d) Position and method of mounting the battery, wiring loom, exhaust systems are free providing they are securely fixed to the satisfaction of the meeting's scrutineers and in accordance with UK regulations.

- e) Filing of crankcase to allow easy fitting of water connection is allowed.
 - f) Fitting of helicoils and inserts to repair damaged threads is allowed, except for the spark plug thread in the cylinder head insert, providing such repairs are not used to derive any benefit other than rectification of damage.
 - g) Minor damage to the cylinder or crankcase may be repaired by welding but only to restore the component to the original specification.
- 9) The use of thermal barrier coatings/ceramic coatings on or in the engine or exhaust system is not allowed. Replacement connectors to repair wiring loom are permitted. Repairs to starter motor are also allowed.
- 10) Exhaust and Inlet Throttle Restrictors. Exhaust restrictor must be always in place. Restrictor must be as supplied by J.A.G. and comply with the official fiche, no modifications allowed. Exhaust flange restrictor, 20.3mm maximum round bore, all exhaust gases must pass through this restrictor. Inlet throttle restrictor must be in place at all times. Restrictor must be as supplied by J.A.G. and comply with the official fiche, no modifications allowed. The length of the inlet throttle restrictor must be 37.8mm minimum.
- 11) Carburettor. Dell'orto VHSB 34 QD, QS or XS.
- a) All parts of the carburettor including the body are to be unmodified and run as supplied by Rotax. The carburettor must have VHSB 34 (cast in body) QD, QS or XS (stamped on body).
 - b) All parts must comply with the official fiche.
 - c) The only adjustments allowed are the main jet, external air screw, throttle stop adjustment screw, and needle position on the five grooves provided. QD and QS Carburettor: Needle jet atomiser FN 266. Choke jet 60. Idle jet 30, idle jet emulsion tube 30. Needle K27 or K98. Float needle valve 150. Slide 40. Floats 5.2gr. Atomiser Type 2. Alternative idle jet 60, idle jet emulsion tube 60, and 3.6gr floats may be used. Idle jets, idle jet emulsion tubes and floats may not be mixed and only used in one of the two following combinations: Combination 1: Idle jet 30, idle jet emulsion tube 30, floats 5.2gr; Combination 2: idle jet 60, idle jet emulsion tube 60, floats 3.6gr. The venturi must have 34 cast and 12.5 or 8.5 stamped on the top of the venturi. XS carburettor: Needle jet DP267. Choke jet 60. Idle jet 60, idle jet emulsion tube 45. Needle K57. Float needle valve 150. Slide 45. Floats 4.0gr.
 - d) The venturi insert must have 12.5 stamped on the top. Dell'orto XS carburettor must be used in conjunction with EVO exhaust system and EVO Dell'orto ignition system.
 - e) Throttle cable and adjusters are free. It is permitted to use a single length of vent tube looped across the two air vents of the carburettor with a hole or slot cut in the side of the vent tube at the top of the loop.
 - f) FLOAT LEVER ARM HEIGHT: Using the ROTAX gauge (Part No:277 400), the float arms must both fit between the gauge slot without touching. The carburettor must be upside down on a horizontal flat surface. The gauge must sit on the metal body of the carburettor without gasket.
- 12) Fuel Pump. Only Mikuni – Fuel Pump DF 44-210 may be used. The fuel pump must be fitted to the bottom or side of the standard air box bracket. Only a single length of pulse tube from crankcase connector to fuel pump may be used. Only a single length of fuel line from fuel pump to carburettor may be used. It is permitted to use an in-line fuel filter as supplied by Rotax between the fuel tank and fuel pump. An internal fuel tank filter is also permitted. No restrictors, fuel returns or additional reservoirs are permitted.
- 13) Intake Silencer. Only Type 2 may be used.
- a) The Intake Silencer/Airbox must be used unmodified as supplied by Rotax for the FR125 Max engine with its filter and all component parts including support bracket in place. The two halves of the airbox must be securely screwed together using 4 M6 screws. All 4 screws must be sufficiently tightened to securely clamp the two halves of the airbox together.

Intake silencer tube and airbox-to-carburettor socket must be marked with "ROTAX". In all conditions the air box MUST be positioned with inlet trumpets to the bottom of the box. The air box must be securely fitted in a manner to prevent rotation.

- 14) Exhaust System. Only Type B or EVO exhaust may be used. The exhaust system and silencer may not be modified in any way except for the pop rivets securing the silencer end plate may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed. It is permitted to paint the exhaust system with black paint.
 - a) The use of any other coating or plating is not allowed. It is permitted to make minor repairs by welding or brazing to the exhaust system providing there are no alterations to the original dimensions.
 - b) EVO exhaust system with separate silencer with 90° elbow outlet. EVO silencer must use perforated silencer tube and end plate with 90° elbow outlet. Gasket ring must be fitted between exhaust system and silencer.
 - c) Type B exhaust system must use perforated silencer tube and end plate with straight outlet. It is permitted to weld/braze a socket (at a distance of 50-80mm from the ball joint) on the top of the exhaust system for measuring the exhaust gas temperature.
- 15) Radiator. The radiator must be fitted to the right-hand side of the engine using standard hoses and connections as supplied by Rotax. Engines using the thermostat cooling system must use the system in its entirety which comprises of thermostat head cover, radiator, radiator cap, radiator hoses, steel crankcase water hose connecting tube and radiator bracket. It is permitted to use the thermostat cooling system with or without the thermostat in place. The use of alternative hose clips and screw fixings are permitted. Blanking of the radiator is free providing it does not necessitate the modification of the original components other than simple attachment. Minor repairs to the radiator are allowed.
- 16) Ignition Unit. DENSO digital battery ignition, variable timing with no adjustment. Ignition coil must have "129000-" and "DENSO" moulded on the case.
 - a) The ignition coil must have three pin connection.
 - b) The ignition coil must be mounted by means of two original rubber mounting blocks or equivalent to the gearbox cover. In the case of chassis component interference with the original mounting position it is permitted to relocate the ignition coil by the use of an extension bracket.
 - c) The extension bracket must be attached to the original gearbox cover mounting holes. The minimum length of HT lead permitted is 210 mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire).
 - d) Spark plug cap must be marked with "NGK TB05EMA" or alternative red rubber version marked "NGK" or "ROTAX", as described on the official Motorsport UK fiche.
 - e) Ignition switch can be either On-Off type or Automatic fuse type. Any make of lead acid battery is permitted provided it is of the same specification as supplied by Rotax for the FR125MAX 12v/6.5Ah, 12V/7.2Ah or 12v/9Ah. FIAMM-GS type FG20651, FG20722, FGHL20722, FGH20902, YUASA, YT7B-BS and ROTAX BATTERY FX7-12B.
 - f) ONLY the ROTAX lithium iron phosphate battery RX7-12L or RX-12B may be used as an alternative to lead acid batteries. The ignition pick up must be marked with the numbers 029600-0710, followed by a variable production code on the 2nd line.
 - g) EVO Dell'orto ignition system: Ignition coil with separate ECU. The minimum length of HT lead permitted is 210mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be marked with "NGK TB05EMA", or alternative red rubber version marked "NGK", as described on the official Motorsport UK fiche. Engines using the EVO Dell'orto ignition system must use the system in its entirety which

comprises of ignition coil, Senior ECU (Part no. 666 815), mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the Motorsport UK fiche. Battery clamp (battery box) must be mounted on the left side of the chassis, next to the seat. Only YUASA YT7B-BS (with and without Rotax branding) and ROTAX RX7-12B or RX7-12L (lithium-ion phosphate type) may be used with EVO Dell'orto ignition system.

h) EVO Dell'orto ignition must be used in conjunction with EVO exhaust system and Dell'orto XS carburettor.

17) Spark Plug. The only spark plugs permitted are as listed and must be unmodified with sealing washer in place. The list of spark plugs is as follows:

a) Denso IW24, IW27, IW29, IW31. NGK BR8 EG, BR9 EG, BR10 EG, B8 EG, B9 EG, B10 EG, B8 EGV, B9 EGV, B10 EGV, BR8 EIX, BR9 EIX, BR10 EIX, GR9D1-8, GR8D1-8. Other makes/types may be added to this list by J.A.G.; details will be published in official bulletin.

18) Transmission.

a) Direct from the engine to the rear axle via a single length of chain.

b) The clutch must be as supplied by Rotax for the FR125 MAX. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance.

c) The engine clutch must be triggered at 4000 rpm maximum and make the kart and Driver move forward. The clutch must be in direct drive (and 100% engaged) at 6,500 rpm. See U18.8. A bar test may also be used to test clutch engagement, parameters to be advised.

d) All sprockets must use a 15 x 19 x 17 needle cage bearing and O-ring seal except in the case of an 11-tooth sprocket. An 11-tooth sprocket must be fitted with a plain bearing and an O-ring seal.

19) Brakes. Hydraulic disc brake operating on rear wheels only.

20) Tyres. Dry: MOJO D2XX 'CIK-Option', with barcoded

21) 10.0 x 4.50-5 front. 11.0 x 7.10-5 rear.

a) Wet: MOJO W5 'CIK Rain' with barcode

b) 10.0 x 4.50-5 front. 11.0 x 6.00-5 rear.

c) Tyres must be fitted to run in the correct direction of rotation, as indicated by the arrow on the sidewall of the tyre.

22) General. An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident.

23) Retail Price. Not applicable.

24) Non-Technical Items. The use of alternative fasteners, washers, hose clips, fuel and pulse line is allowed unless otherwise specified. The use of additional and/or alternative earth straps is allowed. The use of additional air box support brackets, radiator support brackets, coil-mounting brackets, chain, and clutch guards is allowed providing the fitting of these does not necessitate modification of the original components.

25) Weight. Minimum of 132kg including driver at all times. Minimum driver weight as per U17.29.6 is 37.5kg.

26) Number Plates. Yellow with black numbers. U17.27 applies.

27) Age. From 11th birthday to 31st December in the year of 14th birthday (U15.2).

28) Height. Minimum driver height 135cm.

INTER MAX/ MINI 950

The regulations for this class will be published as supplementary regulations when we are updated by JAG Rotax of the UK specific regulations.

Until that time, we will run to the following regulations.

- a) As per national regulation with the Mojo C2 slick and CW wet as below
- b) No silver crank cases allowed.
- c) Tyres – Mojo C2 slick and Mojo CW wet.
- d) All seals must be crimped with the official Rotax crimping tool part No.276 110. Each end of the sealing wire must only pass through the seal once
 - i) All engines and engine ancillaries must remain as supplied by JAG/ROTAX unless otherwise stated.
 - ii) No non-CNC crank cases allowed
 - iii) ONLY engine numbers FROM engine number 8626234 can be used, crankcase part number 295915.
 - (1) Bearing and crankcase numbers:
 - (a) 6211893 – clutch side
 - (b) 6211885 – ignition sensor side
 - iv) May be used in these new classes with standard engine ancillaries.

Junior Rotax

- 1) Chassis. Any chassis conforming to UK regulations.
- 2) Engine. The only engine permitted in this class is the Rotax FR125 JUNIOR MAX.
- 3) The Junior Max adheres to the Senior Rotax FR125 Max fiche plus extensions for the Junior including the cylinder differences. The cylinder is to be of non-Power Valve type. The engine is a single cylinder, liquid cooled, reed valve two stroke. All engines must be sealed between cylinder, crankcases, cylinder head and the reed valve block with an official seal to prevent modification. All seals must be crimped with the official Rotax crimping tool (Part No: 276 110). Each end of the sealing wire must only pass through the seal once.
- 4) All engines are issued with an official identity card. It is the competitor's responsibility to ensure that the numbers inscribed on the engine and seal must correspond with those on the identity card at all times Only authorised dealers will be issued with seals for use during maintenance of the engines.
- 5) Modifications. Neither the engine nor any of its ancillaries may be modified in any way. "Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and/or omission of parts and/or material from the engine package assembly unless specifically allowed within these regulations or the official Motorsport UK fiche. The adjustment of elements specifically designed for that purpose shall not be classified as modifications, i.e. carburettor and exhaust valve adjustment screws.
- 6) Carburettor. Dell'orto VHSB 34 QD, QS or XS.
 - a) All parts of the carburettor including the body are to be unmodified and run as supplied by Rotax. The carburettor must have VHSB 34 (cast in body) QD, QS or XS (stamped on body). All parts must comply with the official fiche. The only adjustments allowed are the main jet, external air screw, throttle stop adjustment screw, and needle position on the five grooves provided. QD and QS carburettor: Needle jet atomiser FN 266. Choke jet 60. Idle jet 30, idle jet emulsion tube 30. Needle K27 or K98. Float needle valve 150. Slide 40. Floats 5.2gr. Atomiser Type 2. Alternative idle jet 60, idle jet emulsion tube 60, and 3.6gr floats may be used. Idle jets, idle jet emulsion tubes and floats may not be mixed and only used in one of the two following combinations: - Combination 1: Idle jet 30, idle jet emulsion tube 30, floats 5.2gr; Combination 2: idle jet 60, idle jet emulsion tube 60, floats 3.6gr. The venturi must have 34 cast and 12.5 or 8.5 stamped on the top of the venturi. XS carburettor: Needle jet DP267. Choke jet 60. Idle jet 60, idle jet emulsion tube 45. Needle K57. Float needle valve 150. Slide 45. Floats 4.0gr. The venturi insert must have 12.5 stamped on the top.
 - b) Throttle cable and adjusters are free. It is permitted to use a single length of vent tube looped across the two air vents of the carburettor with a hole or slot cut in the side of the vent tube at the top of the loop.
 - c) FLOAT LEVER ARM HEIGHT: Using the ROTAX gauge (Part No: 277 400), the float arms must both fit between the gauge slot without touching. The carburettor must be upside down on a horizontal flat surface. The gauge must sit on the metal body of the carburettor without gasket.
- 7) Fuel Pump. Only Mikuni – Fuel Pump DF 44-210 may be used. The fuel pump must be fitted to the bottom or side of the standard air box bracket. Only a single length of pulse tube from crankcase connector to fuel pump may be used. Only a single length of fuel line from fuel pump to carburettor may be used. It is permitted to use an in-line fuel filter as supplied by Rotax between the fuel tank and fuel pump. An Internal fuel tank filter is also permitted. No restrictors, fuel returns or additional reservoirs are permitted.
- 8) Intake Silencer. Only Type 2 may be used. The Intake Silencer/Airbox must be used unmodified as supplied by Rotax for the FR125 Max engine with its filter and all component parts including support bracket in place. The two halves of the airbox must be securely screwed together using 4 M6 screws. All 4 screws must be sufficiently tightened to securely clamp the two halves of the airbox together. Intake silencer tube and airbox-to-carburettor socket must be marked with "ROTAX". In all conditions the air box MUST be positioned with inlet trumpets to the bottom of the box. The air box must be securely fitted in a manner to prevent rotation.
- 9) Exhaust System. Only TYPE B or EVO exhaust may be used. The exhaust system and silencer may not be modified in any way except for the pop rivets securing the silencer end plate may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed. It is permitted to paint the exhaust system

with black paint. The use of any other coating or plating is not allowed. It is permitted to make minor repairs by welding or brazing to the exhaust system providing there are no alterations to the original dimensions.

- a) EVO exhaust system with separate silencer with 90° elbow outlet. EVO silencer must use perforated silencer tube and end plate with 90° elbow outlet. Gasket ring must be fitted between exhaust system and silencer. Type B exhaust system must use perforated silencer tube and end plate with straight outlet.
 - b) It is permitted to weld/braze a socket (at a distance of 50-80mm from the ball joint) on the top of the exhaust system for measuring the exhaust gas temperature.
- 10) Cooling System. The radiator must be fitted to the right-hand side of the engine using standard hoses and connections as supplied by Rotax. Engines using the thermostat cooling system must use the system in its entirety which comprises of thermostat head cover, radiator, radiator cap, radiator hoses, steel crankcase water hose connecting tube and radiator bracket. It is permitted to use the thermostat cooling system with or without the thermostat in place. The use of alternative hose clips and screw fixings are permitted. Blanking of the radiator is free providing it does not necessitate the modification of the original components other than simple attachment. Minor repairs to the radiator are allowed.
- 11) Ignition Unit. DENSO digital battery ignition, variable timing with no adjustment. Ignition coil must have "129000-" and "DENSO" moulded on the case. The ignition coil must have three pin connection. The ignition coil must be mounted by means of two original rubber mounting blocks or equivalent to the gearbox cover. In the case of chassis component interference with the original mounting position it is permitted to relocate the ignition coil by the use of an extension bracket. The extension bracket must be attached to the original gearbox cover mounting holes. The minimum length of HT lead permitted is 210mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be marked with "NGK TB05EMA", or alternative red rubber version marked "NGK" or "ROTAX", as described on the official Motorsport UK fiche. Ignition switch can be either On-Off type, or Automatic fuse type. Any make of lead acid battery is permitted provided it is of the same specification as supplied by Rotax for the FR125MAX 12v/6.5Ah, 12V/7.2Ah or 12v/9Ah. FIAMM-GS type FG20651, FG20722, FGHL20722, FGH20902, YUASA, YT7B-BS and ROTAX BATTERY FX7-12B. ONLY the ROTAX lithium iron phosphate battery RX7-12L or RX-12B may be used as an alternative to lead acid batteries. The ignition pick up must be marked with the numbers 029600-0710, followed by a variable production code on the 2nd line. EVO Dell'orto ignition system: Ignition coil with separate ECU. The minimum length of HT lead permitted is 210mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be marked with "NGK TB05EMA", or alternative red rubber version marked "NGK", as described on the official Motorsport UK fiche. Engines using the EVO Dell'orto ignition system must use the system in its entirety which comprises of ignition coil, ECU, mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the UK fiche. Battery clamp (battery box) must be mounted on the left side of the chassis, next to the seat. Only YUASA YT7B-BS (with and without Rotax branding) and ROTAX RX7-12B or RX7-12L (lithium-ion phosphate type) may be used with EVO Dell'orto ignition system.
- 12) Spark Plug. The only spark plugs permitted are as listed below and must be unmodified with sealing washer in place. The list of spark plugs is as follows:
- a) Denso IW24, IW27, IW29, IW31. NGK BR8 EG, BR9 EG, BR10 EG, B8 EG, B9 EG, B10 EG, B8 EGV, B9 EGV, B10 EGV, BR8 EIX, BR9 EIX, BR10 EIX, GR9D1-8, GR8D1-8. Other makes/types may be added to this list by J.A.G.; details will be published in official bulletin.
- 13) Transmission. Direct from the engine to the rear axle via a single length of chain. The clutch must be as supplied by Rotax for the FR125 MAX.
- a) The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance.
 - b) The engine clutch must be triggered at 4000 rpm maximum and make the kart and Driver move forward.
 - c) The clutch must be in direct drive (and 100% engaged) at 6,500 rpm. See U18.8. A bar test may also be used to test clutch engagement, parameters to be advised.
 - d) All sprockets must use a 15 x 19 x 17 needle cage bearing and O-ring seal except in the case of an 11-tooth sprocket. An 11-tooth sprocket must be fitted with a plain bearing and an O-ring seal.
- 14) Brakes. Hydraulic disc brake operating on rear wheels only.

- 15) Tyres. Dry: MOJO D2XX 'CIK-Option', with barcode
 - a) 10.0 x 4.50-5 front. 11.0 x 7.10-5 rear.
 - b) Wet: MOJO W5 'CIK Rain' with barcode
 - c) 10.0 x 4.50-5 front. 11.0 x 6.00-5 rear
 - d) Tyres must be fitted to run in the correct direction of rotation, as indicated by the arrow on the sidewall of the tyre.
- 16) General. An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident.
- 17) Weight. Minimum of 145kg including driver at all times. Minimum driver weight as per is 40kg.
- 18) Number Plates. Red with white numbers. U17.27 applies.
- 19) Age. Year of 12th birthday to 31st December of the year of 16th birthday.
- 20) Non-Technical Items. The use of alternative fasteners, washers, hose clips, fuel and pulse line is allowed unless otherwise specified. The use of additional and/or alternative earth straps is allowed. The use of additional air box support brackets, radiator support brackets, coil-mounting brackets, chain, and clutch guards is allowed providing the fitting of these does not necessitate modification of the original components.

SENIOR ROTAX 162 AND 177

- 1) This engine is a single cylinder, liquid cooled, reed valve two stroke.
 - a) All engines must be sealed between cylinder, crankcases, cylinder head and the reed valve block with an official seal to prevent modification.
 - i) All seals must be crimped with the official Rotax crimping tool part no. 276 110.
 - ii) Each end of the sealing wire must only pass through the seal once.
 - iii) All engines must be sealed between cylinder and crankcases with an official seal to prevent modification. All engines are issued with an official identity card.
 - iv) It is the competitor's responsibility to ensure the numbers inscribed on the engine and seal correspond with those on the identity card at all times
- 2) Modifications. Neither the engine nor any of its ancillaries may be modified in any way. "Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and/or omission of parts and/or material from the engine package assembly unless specifically allowed within these regulations or the official UK fiche.
 - a) The adjustment of elements specifically designed for that purpose shall not be classified as modifications, i.e. carburettor and exhaust valve adjustment screws.
- 3) E2.4.2 Carburettor. Dell'orto VHSB 34 QD, QS or XS. All parts of the carburettor including the body are to be unmodified and run as supplied by Rotax.
 - a) The carburettor must have VHSB 34 (cast in body) QD, QS or XS (stamped on body). All parts must comply with the official fiche. The only adjustments allowed are the main jet, external air screw, throttle stop adjustment screw, and needle position on the five grooves provided.
 - b) QD and QS carburettor: Needle jet atomiser FN 266. Choke jet 60. Idle jet 30, idle jet emulsion tube 30. Needle K27 or K98. Float needle valve 150. Slide 40. Floats 5.2gr. Atomiser Type 2. Alternative idle jet 60, idle jet emulsion tube 60, and 3.6gr floats may be used. Idle jets, idle jet emulsion tubes and floats may not be mixed and only used in one of the two following combinations:-
 - i) Combination 1: Idle jet 30, idle jet emulsion tube 30, floats 5.2gr;
 - ii) Combination 2: idle jet 60, idle jet emulsion tube 60, floats 3.6gr. The venturi must have 34 cast and 12.5 or 8.5 stamped on the top of the venturi. XS carburettor: Needle jet DP267. Choke jet 60. Idle jet 60, idle jet emulsion tube 45. Needle K57. Float needle valve 150. Slide 45. Floats 4.0gr.
 - iii) The venturi insert must have 12.5 stamped on the top. Throttle cable and adjusters are free. It is permitted to use a single length of vent tube looped across the two air vents of the carburettor with a hole or slot cut in the side of the vent tube at the top of the loop.
 - iv) FLOAT LEVER ARM HEIGHT: Using the ROTAX gauge (Part No:277 400), the float arms must both fit between the gauge slot without touching. The carburettor must be upside down on a horizontal flat surface. The gauge must sit on the metal body of the carburettor without gasket.
- 4) Fuel Pump. Only Mikuni – Fuel Pump DF 44-210 may be used.
 - a) The fuel pump must be fitted to the bottom or side of the standard air box bracket.
 - b) Only a single length of pulse tube from crankcase connector to fuel pump may be used.
 - c) Only a single length of fuel line from fuel pump to carburettor may be used. It is permitted to use an in-line fuel filter as supplied by Rotax between the fuel tank and fuel pump.
 - d) An Internal fuel tank filter is also permitted. No restrictors, fuel returns or additional reservoirs are permitted.
- 5) Intake Silencer. Only Type 2 may be used. The Intake Silencer/Airbox must be used unmodified as supplied by Rotax for the FR125 Max engine with its filter and all component parts including support bracket in place. The two halves of the airbox must be securely screwed together using 4 M6 screws. All 4 screws must be sufficiently tightened to securely clamp the two halves of the airbox together. Intake silencer tube and airbox-to-carburettor socket must be marked with "ROTAX". In all conditions the air box MUST be positioned with inlet trumpets to the bottom of the box. The air box must be securely fitted in a manner to prevent rotation.
- 6) Exhaust System. Only Type B or EVO exhaust may be used.

- i) The exhaust system and silencer may not be modified in any way except for the addition of brackets to allow easy fitting. The pop rivets securing the silencer end plate may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed. These modifications are allowed providing there is no benefit in performance.
 - ii) It is permitted to paint the exhaust system with black paint. The use of any other coating or plating is not allowed. It is permitted to make minor repairs by welding or braising to the exhaust system providing there are no alterations to the original dimensions.
 - iii) EVO exhaust system with separate silencer with 90° elbow outlet.
 - iv) EVO silencer must use perforated silencer tube and end plate with 90° elbow outlet. Gasket ring must be fitted between exhaust system and silencer. Type B exhaust system must use perforated silencer tube and end plate with straight outlet. It is permitted to weld/braze a socket (at a distance of 50-80mm from the ball joint) on the top of the exhaust system for measuring the exhaust gas temperature.
- 7) Exhaust valve. Pneumatic exhaust valve must only be used in conjunction with the Denso ignition system. The EVO electronic exhaust valve must only be used in conjunction with the EVO Dell'orto ignition system. E2.4.5.2 Exhaust valve protection plate. The cylinder protection plate is optional. If cylinder protection plate is used it must be fitted between cylinder and exhaust valve gasket.
- 8) Radiator. The radiator must be fitted to the right-hand side of the engine using standard hoses and connections as supplied by Rotax. Engines using the thermostat cooling system must use the system in its entirety which comprises of thermostat head cover, radiator, radiator cap, radiator hoses, steel crankcase water hose connecting tube and radiator bracket.
- a) It is permitted to use the thermostat cooling system with or without the thermostat in place.
 - b) The use of alternative hose clips and screw fixings are permitted.
 - c) Blanking of the radiator is free providing it does not necessitate the modification of the original components other than simple attachment. Minor repairs to the radiator are allowed.
- 9) Ignition Unit. DENSO digital battery ignition, variable timing with no adjustment. Ignition coil must have "129000" and "DENSO" moulded on the case.
- a) The ignition coil must have three-pin connection. The ignition coil must be mounted by means of two original rubber mounting blocks or equivalent to the gearbox cover.
 - b) In the case of chassis component interference with the original mounting position it is permitted to relocate the ignition coil by the use of an extension bracket. The extension bracket must be attached to the original gearbox cover mounting holes.
 - c) The minimum length of HT lead permitted is 210 mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire).
 - d) Spark plug cap must be marked with "NGK TB05EMA" or alternative red rubber version marked "NGK" or "ROTAX", as described on the official UK fiche.
 - e) Ignition switch can be either On-Off type, or Automatic fuse type.
 - f) Any make of lead acid battery is permitted provided it is of the same specification as supplied by Rotax for the FR125MAX 12v/6.5Ah, 12V/7.2Ah or 12v/9Ah. FIAMM-GS type FG20651, FG20722, FGHL20722, FGH20902, YUASA YT7B-BS and ROTAX BATTERY FX7-12B.
 - g) ONLY the ROTAX lithium iron phosphate battery RX7-12L or RX-12B may be used as an alternative to lead acid batteries.
 - h) The ignition pick up must be marked with the numbers 029600-0710, followed by a variable production code on the 2nd line. EVO Dell'orto ignition system: Ignition coil with separate ECU.
 - i) The minimum length of HT lead permitted is 210mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be marked with "NGK TB05EMA", or alternative red rubber version marked "NGK", as described on the official Motorsport UK fiche. Engines using the EVO Dell'orto ignition system must use the system in its entirety which comprises of ignition coil, ECU, mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the Motorsport UK fiche. Battery clamp (battery box) must be mounted on the left side of the chassis, next to the seat. Only YUASA YT7B-BS (with and without Rotax branding) and ROTAX RX7-12B or RX7-12L (lithium-ion phosphate type) may be used with EVO Dell'orto ignition system.

- 10) Spark Plug. The only spark plugs permitted are as listed below and must be unmodified with sealing washer in place. Denso IW24, IW27, IW29, IW31. NGK BR8 EG, BR9 EG, BR10 EG, B8 EG, B9 EG, B10 EG, B8 EGV, B9 EGV, B10 EGV, BR8 EIX, BR9 EIX, BR10 EIX, GR9D1-8, GR8D1-8.
- 11) Other makes/types may be added to this list by J.A.G.; details will be published in official bulletin.
- 12) Transmission. Direct from the engine to the rear axle via a single length of chain. The clutch must be as supplied by Rotax for the FR125 MAX.
 - a) The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance. The engine clutch must be triggered at 4000 rpm maximum and make the kart and Driver move forward.
 - b) The clutch must be in direct drive (and 100% engaged) at 6,500 rpm. See U18.8. A bar test may also be used to test clutch engagement, parameters to be advised.
 - c) All sprockets must use a 15 x 19 x 17 needle cage bearing and O-ring seal except in the case of an 11-tooth sprocket. An 11-tooth sprocket must be fitted with a plain bearing and an O-ring seal.
- 13) Brakes. Hydraulic disc brake operating on rear wheels only.
- 14) Tyres. Dry: MOJO D5 'CIK-Prime' with barcode 10.0 x 4.50-5 front. 11.0 x 7.10-5 rear. Wet: MOJO W5 'CIK Rain' with barcode 10 x 4.50-5 front. 11 x 6.00-5 rear Tyres must be fitted with the correct direction of rotation, as indicated by the arrow on the sidewall of the tyre.
- 15) General. An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident.
- 16) Retail Price. Not applicable.
- 17) Weight. Minimum of 162kg including driver at all times. Minimum driver weight for any driver under the age of 16 as per U15.4.1 is 52kg.
- 18) Number Plates. Blue with white numbers. U17.27 applies.
- 19) Non-Technical Items. The use of alternative fasteners, washers, hose clips, fuel and pulse line is allowed unless otherwise specified. The use of additional and/or alternative earth straps is allowed. The use of additional air box support brackets, radiator support brackets, coil-mounting brackets, chain and clutch guards is allowed providing the fitting of these does not necessitate modification of the original components.
- 20) Age. The Class is open to any driver from the year that he/she achieves their 16th birthday, drivers who are not 16 years of age may race with consent of the championship organisers if they meet the weight and height requirements and have relevant experience – drivers may be asked to take part in an observed drive before consent being given.

SR2021.01

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.

SR2021.06

Teesside Karting reserve the right to supply any competitor racing on RPM 200 Extreme engines with a pooled engine supplied by RPM, at any time in the season as they see fit, the selection of competitors will be at the discretion of the officials on the day

SR2021.10

Drivers will be accountable for the for the following behaviours of visitors that accompany them to the circuit when racing.

- Parents shouting at Officials
- Parents acting in an aggressive manner to each other, children and officials
- Visitors to the site, with drivers, acting in an aggressive manner
- Acting in a contentious and underhand manner by any parties involved with their racing or family.

The penalties are as follows and will be applied at the discretion of the Clerk of the Course on the day.

- £250 fine
- Loss of all championship points
- 30-day ban from entering events or practicing at Teesside Karting events
- 60-day ban from entering events or practicing at Teesside Karting events

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. Any changes to regulations will be published on our Facebook group Teesside Owner Driver Sprint ONLY.

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