



Club Championship Regulations 2012

Our aim is to organise safe, entry-level kart racing at minimal cost. As organisers we will adhere to the safety guidelines of the National Karting Association along with guidance from the MSA regulations for karting 2012. T&WKC reserve the right to change these regulations as they see fit giving notice of the changes via the newsletter.

The following rules apply.

All drivers must be members of the Tyne & Wear Kart Club or pay an additional "day membership" fee. This is a requirement of our Insurers, allowing membership to be withdrawn from drivers judged to be driving in a careless, reckless or dangerous manner OR whose behaviour is unacceptable. Driving standards must demonstrate regard for the safety of other drivers at all times. Membership, being £55, gives you a monthly newsletter and discount on practice fees. Day membership is available being an additional £5 race entry fee.

1. The organisers have the right to refuse an entry for whatever reason.
2. If the parent or guardian of a driver under age 16 is not at the meeting, the parent or guardian must make sure that the person running the driver has written authority to act on their behalf.
3. By countersigning as parents/guardians/guarantors of minors you agree that you have no objection to still or moving images being taken of the driver/volunteer official undertaking their sporting activities.
4. Competitors must take any used tyres home with them and not leave them at the circuit. Any competitor found to have left tyres behind may have future entries refused.
5. Any driver or team member found damaging the tarmac in the paddock area will be excluded from the meeting and charged for any damage.
6. ANYONE MISUSING OR DAMAGING BUILDINGS WILL BE BANNED FROM RACING AND TESTING AT WARDEN LAW.
7. Overnight stay is allowed Friday and Saturday night before a meeting (No tents).
8. Could all teams ensure that they comply with the English Smoke Free Legislation

Safety and Equipment for all competitors

- Crash helmets, Race suits and Gloves must be as per MSA Yearbook. Racewear must be taken to Scrutineering. **Amended to (as of 25/01/2012) Crash helmets must have a British standard kite mark. Suits and gloves are to CIK-FIA standard but they do not have to be in date.**
- Tyres to be used for the day must be on the kart for scrutineering and only one set of tyres are permitted for the event- including of practice.
- Any driver involved in a Red Flag incident may be requested to report to the Medical Organisation or Paramedic before being allowed to take part in further racing.

T&WKC will organise the following Championship classes.

The Karting North East Championship (first Sunday each month) will be over 10 rounds starting in February 2012, with 8 rounds to count. Classes included are:

Open Cadets	- Comer and Honda cadet only.
Junior Tkm	- three weight bands/ three restrictors.
Mini Max	- to run with Junior Max with start position based on finish position in timed qualifying
Junior Max	- to run with Mini Max
Open seniors	- Rotax, inc. lame and Biland (lame and Biland won't score championship points unless there are 6 of a kind for a class)
Tkm Extreme	- to run off the back of Open seniors.
Prokarts	- split into Elite & Clubman

Rolling starts will be used for all classes based on Timed Qualifying for the first heat with the finishing position determining the start position for the next heat / final. In mixed classes the challenge is to overtake the driver in front regardless of his, and your, engine choice. No repairs at all e.g. putting a chain back on may be done on the circuit.

Cadets & Tkm	3 heats of 8 laps plus 10 lap final	
Junior Max	3 heats of 10 laps plus 12 lap final.	
Seniors	3 heats of 10 laps plus 12 lap final.	(In open or wet conditions the
Prokarts	3 heats of 12 laps plus 15 lap final	numbers of laps may be reduced)

Order Of The Day

- Signing on 08.00 onwards
- Scrutineering 08.00 to 08.45
- Drivers briefing will be at 8.45am prompt, this is mandatory and junior drivers must be accompanied by an adult.

Practice

Up to 10 minute practice session for every class will be provided prior to the drivers briefing with practice starting at 9 am. Please do not start karts or run unloaded engine before 9 am.

Grid Positions

Qualifying will determine the first heat grid positions.

First heat finishing positions will determine second heat grid and second heat finishing will determine third heat grid.

Grid positions for the final will be based on combined points from heats 1, 2 and 3 using championship points for finishing positions of each heat. Where there is a tie between two or more competitors, the competitor with the fastest lap will start higher up the grid.

Championship Points

A bonus of 10 points will be awarded to those drivers who complete all 10 rounds. Each heat will score as follows based on finishing positions: First 25 points, Second 22, Third 20, Fourth 19 then 1 point less per place down. All starters will receive points with no finishers receiving 1 point less than the last finisher (subject to a maximum of 5 points).

1st Round (February) drivers will receive 1 ½ x Points

9th Round (October) drivers will receive 1 ½ x Points

Final Round (November) drivers will receive 2x Points

Any exclusions from a heat or the meeting for technical infringements **will** receive no points for the heat or meeting, but the round must be included in the 8 rounds to count towards championship points. Likewise, anyone black flagged for driving infringements from a heat **will** receive no points for that heat but the round must be included in the 8 rounds to count. Any queries regarding championship points must be raised no later than the end of the month that the race has taken place. Queries cannot be raised regarding points for any race day except the last one.

Trophies will be awarded on the day for each class. A minimum of five karts for a 1st & 2nd and eight karts for a 3rd place pot. Trophies awarded are down to race entries on the day. If you don't attend prize giving you will forfeit your trophy.

Championship Prizes will be – First place free entry to all rounds of the 2013 series, second place free entry to 3 rounds of the 2013 series and Third place free entry to 1 round. To claim free entry the voucher must be presented by the driver who won the Voucher on each occasion that he claims the free entry.

Entry fees for the Championship for all classes are £45 (using own transponder) and £55 (using KNE transponder). Lost transponders will be charged to the entrant at full replacement cost. Non-members fees are £50 (using own transponder) & £60 (using KNE transponder).

All drivers must be able to satisfy an assessment by the Circuit Manager as to their ability and experience. This may include theories, racing history and lap times. As regards to this assessment all the Rotax karts are judged to be one of the quickest karts available. Consequently high standards of driving are expected.

Minimum ages are as for MSA classes except where common sense suggests some flexibility. For example a complete beginner, who is 16 in December 2011, may benefit from a year in a junior class before moving up to seniors. Likewise a lightweight female driver may prefer to stay in a junior class rather than carrying 30 – 35kg of ballast on her kart. Anyone wishing to race outside of the parameters laid down by the MSA must get written agreement from KNE to race in an alternative class. A maximum of 25 kg of lead may be attached to any kart.

- Please remember that no one except drivers and one mechanic are allowed in or on the grid.
- In addition the scrutineering bay is off limits to everyone except the driver and scrutineer and mechanics only under request of scrutineer.
- If a mechanic is found in scrutineering without permission the driver may be excluded.

Only 1 set of tyres allowed per meeting with each tyre being marked at scrutineering. No tyre/fuel additives allowed. As a guide all karts must have side pods, nose cone and full width rear bumper with the scrutineers' decision on matters of safety in relation to the kart being final. If the meeting is declared wet then all karts must fit wet tyres or retire. Each piece of lead must be secured using two mechanical fixings. Engines must be standard as per manufacture specification, sealed and have a log book. If seals are removed or damaged at the meeting T&WKC may wish to examine the engine to ensure that it is standard and unmodified. Needles and jets are free with no other modifications allowed.

Twin Senior Honda

Dunlop SL1 slicks and Dunlop KT3 wets or Bridgestone YDS slicks & YDK wets.

Min weight 180 kg for both elite and clubman classes with white number boards with red numbers (Elite) or white number boards with black numbers (Clubman). Clubman drivers must be non msa licence holders and must not have finished in the top five in the previous year's Clubman championship.

Standard unmodified Honda GX160 engines are to be used. If non standard exhausts are fitted they must be sealed by Prokart Engineering (Jeff Johnson) 01329 289783. The championship will be run to the UK accepted Honda GX160 Technical Regulations, details of which can be found at: <http://www.abkc.org.uk> look for GX regulations V4 March 2009 - or an updated version as and when it is released.

If T&WKC wish to examine any engine but the entrant refuses to allow an examination to take place the entrant will be removed from the results. Any disputes will be resolved by the directors of Tyne & Wear Kart Club Ltd.

The club reserves the right to alter these regulations if necessary using the newsletter and driver's briefing to notify drivers of any changes. Prior to the start of the 2011 season the T & W Kart Club are happy to listen to any proposal made re changing these regulations. Any changes that are agreed will be circulated via the newsletter. Once the Championship has started it is unlikely that changes will be made.



Tyne & Wear Kart Club

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