



## Club Championship Regulations 2010

Updated February 2010

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. 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. This is a requirement of our Insurers, allowing membership to be withdrawn from drivers judged to be driving in a careless, reckless or dangerous manner OR whose behaviour is unacceptable.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 £50, gives you a monthly newsletter, results sheet and £5 discount on practice fees. Day membership is available being an additional £ 5 race entry fee.

T&WKC will organise the following Championship.

**The Karting North East Championship** (first Sunday each month) will be over 10 rounds starting in February 2010, with 8 rounds to count. Classes included are:

Open Cadets	- Comer, Honda cadet and <b>WTP B1 (older pull start engine).</b>
Junior Tkm	- three weight bands/ three restrictors.
Junior Max	
Open seniors	- Rotax, lame and Biland ( start at back of grid but in the same race. )
Prokarts	- split into Elite & Clubman
AND Tkm Extreme	- new for 2010

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 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	4 heats of 12 laps plus 15 lap final	numbers of laps may be reduced)

### 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 20, Third 17, Fourth 15 then 1 point less per place down to position 18 which gets 1 point. The finals will be awarded 30 points for first place, 25 points for second, 20 points for third, 17 points for fourth, 15 points for fifth then 1 point less per place. All starters will receive points with non finishers receiving 1 point less than the last finisher (subject to a maximum of 5 points).

Any exclusions from a heat (or the meeting) for technical infringements may receive no points for the heat (or the meeting) but the round must be included in the 8 rounds to count. 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 1<sup>st</sup> & 2<sup>nd</sup> and nine karts for a 3<sup>rd</sup> place pot. As we do not ask drivers to enter in advance the previous month's entry will be used by KNE to order the correct number of trophies.

**Championship Prizes** will be – First place free entry to all rounds of the 2011 series, second place free entry to 3 rounds of the 2010 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 £35 (using own transponder) and £45 (using KNE transponder). Lost transponders will be charged to the entrant at full replacement cost.

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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 2009, 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 20 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. Questions or complaints must be directed to the Clerks on the Grid preferably between races. Aggressive or abusive behaviour towards any participant or official may result in the person being asked to leave and may result in a permanent ban from the circuit.

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### **Open Cadet Championship**

#### **- For Comer, Honda & WTP (B1) karts**

All karts will be mixed on the grid depending on the results from Timed Qualifying with all races in the Championship run as mixed grids. When signing on the entrant must specify which engine is to be used (in every race).

Tyres Dunlop SL3 slicks and Dunlop KT3 wets.

Weights Comer, Honda and WTP B1 101 kg

### **Junior Tkm**

Eligible karts are those fitted with junior (100cc) Tkm clutched engines. For reasons of safety direct drive karts are illegible.. Chassis's must be as per the Tkm class regulations for 2010 (found on the Tal-ko website). All drivers taking part in the Championship must use a max of 2 sets of slicks for the Championship which are bought from, and marked by, the Kart Shop at Warden Law. **These are NOT the MSA approved Tkm tyre for 2010.**

To avoid any driver carrying too much lead on the kart the following weight bands apply.

<b>Min Total Weight</b>	<b>Restrictor</b>	
120	Black	
128 kg	20.5 Gold	(all restrictors
135 kg	22 Blue	stamped
142 kg	24 Purple	Tkm)
148 kg	None	

### **Senior Tkm**

To include both direct drive and Tkm Extreme TAG (both 115 cc)

Min weight of driver and kart - 152 kg (no restrictor) and 144 kg (blue restrictor).

Tyres - as for Junior Tkm

Tyres may only be Green slicks or Red wets as supplied by KNE. If you are part of the KNE Championship you are restricted to 2 sets of slicks for the 10 round Championships. The tyres must be obtained from KNE kart shop and returned on rims after each race to be held securely by KNE until the next meeting. The tyres will be marked with the drivers ID.

**Drivers who wish to enter for one or two rounds, who wish to use MSA approved Maxxis Green tyres not**

**Obtained from KNE, can do so but will not be included in the results or allocated Championship points.**

### **Junior Max**

Vega SL8 slicks and W2 wets with minimum weight of 148 kg.

There will not be a championship for Mini Max drivers however they may race starting behind the juniors, with a trophy awarded to the Mini Max winner in the final. The same tyres apply to Mini Max drivers as to Juniors, but with a minimum weight of 135kg.

### **Open Seniors i.e. Rotax, TAG**

Senior Max - Vega SL6 slicks and W2 wets. Min weight 162kg. Sealed engine with log book.

lame - Details to be confirmed

Biland - Vega SL3 slicks with open wets Minimum weight 175 kg. Sealed engines with log book with all other regulations as for the Saxon Biland Championship 2007.

**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 sealed and, if seals are removed or damaged T&WKC may wish to examine the engine to ensure that it is standard and unmodified. Log books and sealed engines assist the organisers but are not compulsory. All standard sealed engines except needle and jets free with no other modifications allowed.

### **Twin Senior Honda**

Dunlop SL1 slicks. 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). The T&W Kart Club management (Peter Knibb, Bill Routledge and Ian Lawson) will decide which class any one driver should race in if it is felt that any one driver is in the wrong class.

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 2010 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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