



SWKC IKR Regulations 2018

Chassis

- Chassis are open. All chassis must have front and side bodywork and full width rear crash protection. (METAL OR CIK PLASTIC OPTIONAL)
- Your race number must be clearly displayed on the front nassau panel, side pods and rear bumper.
- Number and background colours are open. But MUST be Clearly visible
- Front brakes are not allowed.
- Drop down nose cones are NOT required for this event
- Only 1 Chassis and 2 Engines allowed per event

Tyres

- All classes have option of Slicks or Wets, ONLY ONE set of SLICKS per meeting is allowed. Wets must have adequate tread depth.
- Any tyre make/spec can be used during 3 Laps practice.
- All race tyres will be marked at the start of the day.
- Any treatments to alter tyre performance (e.g. tyre softening solution) are NOT allowed.
- If a tyre/s is damaged or deemed unsafe then it can be changed with the Scrutineers approval.

Ballast

- Ballast is permitted to bring the kart/driver weight up to the class minimum. All ballast must have TWO secure fixings and no more than 5kg of ballast is to be used in any one place.

Clothing

- Road legal or Snell helmet
- Racing suit or overalls
- Racing gloves
- Boots that give adequate ankle protection

RACE CARD(permit) and SCRUTINEERING Card

All Entrants will receive a RACE CARD for the Season, this will have your details including non MSA or MSA status, a section to record details of events entered, regs for your particular Class, and a Clerks Penalty/Comments Section. Also a Scrutineering card will be issued at each event to be given to and used by scrutineer.

ALL ENTRANTS MUST DISCLOSE MSA OR NON MSA STATUS

Definition of NON MSA is a driver who does not currently hold an MSA license, has not competed in any MSA events in the previous 3 seasons. or a driver who acquires an MSA license during the current season but has not entered any MSA events in that same season.

Championship Classes

Entries are open to karts & drivers complying with the following classes. If you would like to enter but you're not sure if you fit into any of the following classes, please get in touch with SWKC. The organisers may amend the minimum weights at any time to ensure parity in multi-engine classes.

Cadets

- All New Cadet Drivers MUST have acquired a minimum of 2 competency Signatures from SWKC prior to their FIRST ever Race Meeting Entry.
- Driver Age: 8 – 13 years.
- Minimum weight limit: 103 kg including driver & safety equipment.
- Engines: Any commercially available Cadet racing engine (HONDA GX160/IAME/WTP/COMER). Engine type to be submitted at the time of registration. Engines must meet respected Engine Fiche, and or ABKC regs.
- EXHAUSTS: Un-Modified Standard Honda or DEP.
- Slick Tyres: Dunlop LS2.
Old SL3's maybe used. IF USED A 1 SECOND PER COMPLETED LAP PENALTY WILL BE ADDED AT THE END OF EACH SESSION.
- Wet Tyres: Dunlop KT3.
- All CADET Starts are Standing Starts using grid positions allocated when at the dummy grid.

Junior TKM 100cc

- Engine: TKM BT82 100cc to Formula TKM Junior Fiche
- Air box: Either of the 2 recognised TKM air boxes
- Driver Age: 11 – 16
- Minimum weight: 148 kg. Lower weights permitted using the TKM restrictor plates as follows:
- 142 kg with purple restrictor
- 135 kg with blue restrictor
- 128 kg with gold restrictor
- 123 kg with black restrictor
- Slick Tyres: TKM Maxxis New Age or Maxxis SLC (only one set per meeting)
- Wet Tyres: Mojo, Maxxis Red Labels.

Senior TKM 100cc/Extreme 115cc

- Engine: TKM BT82 100cc or 115cc Extreme to Formula TKM Fiche
- Air Box: Either of the 2 recognised TKM air boxes
- Minimum driver age: 15 years.

100cc

- Minimum weight: 148 kg. Lower weight limits permitted using the TKM restrictor plates as follows:
- 142 kg with purple restrictor
- 135 kg with blue restrictor
- 128 kg with gold restrictor
- 123 kg with black restrictor

115cc Extreme

- Minimum weight: 152 kg. Lower weights permitted using the TKM restrictor plates as follows:
- 146 kg with blue restrictor
- 139 kg with gold restrictor
- 132 kg with black restrictor
- SlickTyres TKM Maxxis New Age, Maxxis SLC. (only one set per meeting)
- Wet Tyres: Maxxis Red Labels.
- All TKM Starts are Rolling Starts using grid positions allocated when at the dummy grid.

Junior Rotax Max & Minimax

- **Engines may be sealed or un-sealed. Must meet Latest Rotax Fiche**
- Engine: Rotax FR125 Junior Max with Dellorto carb,
- Air boxes: Any recognised Rotax Max air box.
- Driver age: 11-16 years.
- Minimum Weights:
- Junior (inc. Evo): 148 kg
- Minimax: 135 kg
- Slick Tyres: Mojo D1's (MINIMAX) Mojo D2's (JUNIOR) (only one set per meeting)
- Wet Tyres: Mojo W2 (MINI & JUNIOR)

- All ROTAX Starts are Rolling Starts using grid positions allocated when at the dummy grid.

Senior Rotax Max/177

- **Engines may be sealed or un-sealed. Must meet latest Rotax Fiche.**
 - Competitors using any Rotax Evo component will race for separate trophies in the Evo class.
 - Engine: Rotax Max FR125 with Dellorto carb to MSA Fiche.
 - Air boxes: Any recognised Rotax Max air box.
 - Minimum driver age: 16 years.
 - Minimum Weights:
 - Rotax (inc. Evo): 162 kg
 - Rotax Heavy (inc. Evo): 177kg
 - Slick Tyres: Mojo D2's
 - Wet Tyres: Mojo W2's
- All ROTAX Starts are Rolling Starts using grid positions allocated when at the dummy grid.

Pro Kart specific engine regulations:

- Engines must, in all respects, comply with the current ABkC Honda GX160 Technical Regulations at latest release version. <http://www.abkc.org.uk/HondaGX160TechRegsV9.pdf>
- In accordance with the Scrutineer's instructions, and in his presence, the Organisers reserve the right to – Ask the competitor to completely disassemble the engine(s), or parts from the engine(s), whilst under parc-ferme conditions.
Ask the team to drill fasteners, whilst under parc-ferme conditions, for the purpose of sealing the engine for detailed inspection at a later date.
Under both circumstances, all costs incurred to be borne by the Competitor.
- All Pro Kart Starts are Standing Starts using grid positions allocated when at the dummy grid.

Junior Pro Kart

- Driver age: 11 – 16
- Weight: 152 kg
- Slick Tyres: Bridgestone YDS (only one set slicks per meeting)
- Wet Tyres: Bridgestone YDK or YDF

Senior Pro Kart

- Minimum driver age: 16
- Weight: 180 kg
- Slick Tyres: Bridgestone YDS, Mojo D1's, Mojo D2's, (only one set slicks per meeting)
- Wet Tyres: Bridgestone YDK or YDF

ODD Balls

- Any other type of Kart that does not fit in any of the previous classes.
- Must meet the scrutineer's satisfaction as for safety.
- May use any tyres both slicks and wets, **only 1 set slicks per meeting**
- **2 stroke max 125cc – 4 stroke max 370cc**

The Championship

South Wales IKR events will be a point scoring championship. All drivers who enter are eligible to score points

The Championship will include all events with each competitor's best, **SEVERN OUT OF EIGHT** rounds counting towards the championship.

If for any reason a meeting is cancelled or not run, then the best, severn out of eight will be reduced.

For example, 1 of the 8 rounds is cancelled then the championship eligibility will be reduced to best six out of severn, if 2 are cancelled then, best five out of six, and so on.

Points are awarded to each driver in each heat race, pre-final and grand final at every meeting. These points are used towards the championship total.

If during a season you move class, age group, your Championship Points and round entries will NOT be added together. Only 1 class per driver will be eligible for Championship standing in any 1 season.

Points are awarded as follows:-

HEATS

1 st	30pts
2 nd	28pts
3 rd	26pts
4 th	24pts
5 th	22pts
6 th	21pts
7 th	20pts
8 th	19pts
9 th	18pts
10 th	17pts
11 th	16pts
12 th	15pts
13 th	14pts
14 th	13pts
15 th	12pts
16 th	11pts
17 th	10pts
18 th	9pts
19 th	8pts
20 th	7pts

PRE-FINAL & FINAL

1 st	60pts
2 nd	56pts
3 rd	52pts
4 th	48pts
5 th	44pts
6 th	42pts
7 th	40pts
8 th	38pts
9 th	36pts
10 th	34pts
11 th	32pts
12 th	30pts
13 th	28pts
14 th	26pts
15 th	24pts
16 th	22pts
17 th	20pts
18 th	18pts
19 th	16pts
20 th	14pts

Event format

Timing

All race timing will be by AMB 160 transponder using the TAG Timing system. Limited numbers of transponders are available for hire on a first come first served basis at £10 per meeting. Please note, transponders are compulsory and cannot be shared.

08.00-09.00	Signing on
08.00-09.00	Scrutineering
09.30	Mandatory driver briefing
09.45	Circuit opens for practice and transponder check.

1 X Practice: 3 laps practice (transponders must be fitted and fully working)

1 x Timed Qualifying: 10 Minutes. Grid for Heat 1 determined by Qualifying.

2 X Heats: CADETS 10 laps / All other classes 12 laps. Grid for Heat 2 determined by Heat 1 result.

1 x Pre-Final: CADETS 12 laps / All other classes 15 laps. Grid for Pre-Final decided by points scored in Heat 1 and 2.

1 X Final: CADETS 15 laps / All other classes 20 laps. Grid decided by Pre-final result.

These timings are a guide only, Race lengths may be adjusted and are dependent on the number of classes, and or weather conditions.

Any alterations to race lengths will be published in advance and displayed at the circuit at the earliest possible time.

If a race is stopped at any time the Clerk of the Course will determine if the race will continue, restart or be classed as a result, if classed as a race result, timing will go back to the last completed lap and those positions will stand.

Race Starts

Any driver that has a problem (not including tyre changing) at the dummy grid may be allowed to remedy issue but will have to start from the back of grid once problem resolved. The same goes for any driver that spins, and or loses their position on out lap, they may re-join but from the back of the grid.

All Drivers MUST be in correct grid positions by POST 4 so that a start can be attempted.

STANDING START all competitors will leave DUMMY GRID in their start/grid positions, they will proceed around the circuit at a SLOW PACE, dictated by the POLE position driver, until arriving at the START GRID. POLE position is on the inside into turn 1. The start signal will be by the extinguishing of the official Red start light. Drivers then race to the chequered flag.

ROLLING START. all competitors will leave DUMMY GRID in their start/grid positions, they will proceed around the circuit at a SLOW PACE, dictated by the POLE position driver, until arriving at the tramlines prior to start line, Drivers must travel between their relevant tramlines and not break formation until past start line. The start signal will be by the extinguishing of the official Red start light. Drivers then race to the chequered flag. Should the Red light remain on this indicates a false start.

FALSE START

If a false start is called then at each post a FALSE START FLAG will be shown, all competitors will then assume a slow rolling lap until the START/TRAMLINES to re-grid. The pole driver dictates the 'slow lap' pace and drivers must remain in grid formation before taking up grid positions at start/tramlines. A start will then be re-attempted if successful the red light will go out. Drivers then race to the chequered flag.

Driving standards

There will be a strict '**No Contact**' rule applied to all meetings. Avoidable contact will result in disqualification from the race. Should any driver be deemed to have deliberately caused contact with another competitor they will automatically be excluded from the results and will take no further part in the event. All marshals and officials will be deemed as judges.

More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his/her position off-line, should leave at least one kart width between his/her own kart and the edge of the track on the approach to the corner.

Any driver defending his/her position on a straight, and before any braking area, may use the full width of the track during his/her first move, provided no significant portion of the kart attempting to pass is alongside his. Whilst defending in this way the driver may not leave the track without justifiable reason.

For the avoidance of doubt, if any part of the front nose cone of the kart attempting to pass is alongside the rear wheel of the kart in front this will be deemed to be a 'significant portion'.

Mechanical Flag

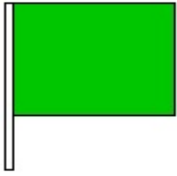
At the discretion of the Scrutineer and or Clerk of the Course any driver's Kart that is deemed to be unsafe during a session will be shown the Mechanical Flag when next passing the start line, the driver should then retire to Parc-ferme. The flag will be shown a maximum of 3 occasions, if this instruction is not followed, the driver will be shown a BLACK FLAG, and will be asked to visit the Clerk of the Course.

Judicial Procedure

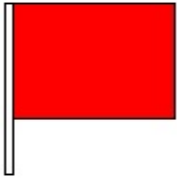
All Matters regarding driving standards are solely at the discretion of the Clerk of the Course. The Clerk of the Course's decision is final. There is no appeal process.

Flag signals

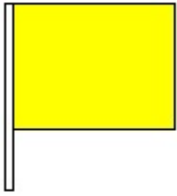
The Internationally recognised flag signals will be used as per MSA/CIK rules. All flag signals will form an official instruction and must be obeyed. Any person ignoring signals will take no further part in the meeting.



All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap.

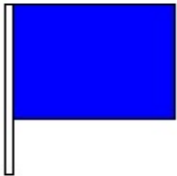


Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.



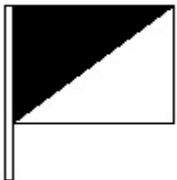
Stationary - Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

Waved - Great danger, slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking.



Stationary - Another competitor is following close behind.

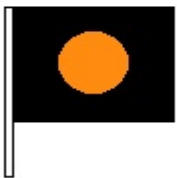
Waved - Another competitor is trying to overtake.



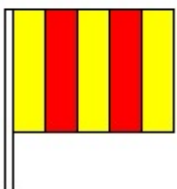
A warning, to the driver that his behaviour is suspect and that he may be black-flagged on further reports. Displayed with a white number.



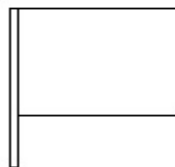
The driver must stop at Parc Ferme within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by display of the Black flag.



Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The kart concerned must call into Parc Ferme/pits for repairs on the next lap.



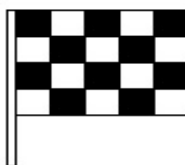
Slippery Surface Ahead.



You are approaching a slower moving Kart.



False start.



End of race or practice.