



SOUTH WALES KARTING CENTRE LTD

IKR Series Regulations 2022

(Regs Vision 2.0 – 22/01/2022)

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

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 (eg. 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.
- Driver **Must Be** seated in the kart at the time of Weighing.

Clothing

- Road legal or Snell helmet
- Racing suit or overalls
- Racing gloves
- Boots that give adequate ankle protection (**Not Trainers**)

Transponders

- **Must Be** fitted to rear of the seat approx. 6 inches from the Ground.
- Transponder **Must Be** fitted before practice.

Scrutineering Card

A Scrutineering card will be issued at each event to be given to and used by scrutineer.

Scrutineering Cards **Must Be** filled in before coming to get Scrutineered.

Race 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.

We reserve the right to Run Split Grids in All Classes (Excluding Cadets).

Libra Cadets

- One Mixed Grid irrespective of Cadet Engine used.
- 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/GX200/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 SL3
- 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
- Slick Tyres 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 Must be 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 D2 or D2XX (only one set per meeting)
- Wet Tyres: Mojo W2 or W5 (MINI & JUNIOR)
- Minimax must have the latest restrictor fitted measuring minimum 37.8 mm

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

Senior Rotax Max/177

For 2022 Senior Rotax & 177 will be run on mojo grid with max 1 set per round. The Mojo grids snr and 177 being split grids.

- **Engines Must be sealed. Must meet latest Rotax Fiche.**
- Engine: Rotax Max FR125 or Evo with Dellorto carb to MSA Fiche.
- Air boxes: Any recognised Rotax Max air box.
- Minimum driver age: 16 years.
- Minimum Weights:
- Rotax Snr: 162 kg
- Rotax Heavy: 177kg
- Slick Tyres: Mojo D5 or Wet Tyres: Mojo W2 or W5

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.
- **Honda T1 Engines** will be permitted to use **T2 Head Gaskets**

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 YFD

Senior Pro Kart 160/200

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

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**

Race Grid

Grid Size

All race classes that take part in the meeting need a minimum of 4 Kart register in the class to be able to receive a trophy at the end of the Meeting. (If 4 Karts or less the race will still go ahead just **NOT** eligible for Trophy's)

Event format

Drivers Briefing

All Drivers **Must Attend** drivers briefing & be ready to start at 9.00am.

Timing

All race timing will be by AMB 160 transponder using the 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.

Race schedules will be announced prior to weekends racing.

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.

After the Race Start Drivers **Can Not** Join from Pit Lane.

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 After Race Start. 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.

The Clerk of the Course or Judges of fact may by their own Discretion demote driver to the rear of the Grid for causing false starts.

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 judge of Fact.

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.

Bambino Kart Regulations

All drivers must be minimum of 6years old, must be competent and understanding of the track rules, flags and undertake instructions from marshals and staff, they must wear full protective equipment, helmet, gloves, race suits, rib protector and neck brace. (Cik approved not necessary)

Chassis:

Are open But must have all Bodywork including full width rear bumpers fitted. Plastic alternative may be used.

Brakes:

Secondary brake cable must be fitted.

Steering:

Stub axles: no modification whatsoever permitted

If mounting data acquisition equipment must be mounted in line with the dish of the steering wheel. All columns to be fitted with a security ring located below the top column mount and secured with a minimum of two locked grub screws.

Caster/Camber adjustment is permitted to the front axle by the addition of top pills only.

Axle:

As registered with the chassis. 25mm magnetic steel. Must have circlips fitted on both ends.

Axle to be fitted with two bearings.

Bearings to be tightened to axle, multipoint locating grub screws.

Dimensions:

Ideally (good practice)

The rear bumper should not exceed the overall width measured to the outside edge of the rear tyres, and the side pods may not be located outside the plane that passes through the outer edge of the rear tyre.

The maximum overall width at the rear is 1100mm.

##No penalties for outside this as only recommendation

Chain/Sprocket Guard:

One piece chain with sprockets of 219 pitch only. A fully enclosed chain guard, of a type manufactured by Tillett or similar

Wheels:

Fronts: Aluminium, single point mounting direct to stub axle. 3 point fixing front hubs permitted

Offset: Open.

Rears: Aluminium, 3 point fixing to standard short hub. Offset: Standard

Wheels sizes are: Free

Tyres:

C50 class

Le-Cont all weather MSA04 tyre

lame M1 class

Heidenau T-Race UK Green Slick tyre

Heidenau WH1 UK wet tyre

Minimum tread depth of 2mm, tested at three points on tread (wets)

The use of tyre warmers and softener is prohibited.

Floor tray:

Aluminium, original manufacturer component fitted using manufacturer approved fitting kit and to be tight at all times.

Seat: Free: Must be free of holes in a position so as to weaken the mounting.

Seat must be tightly secured at all times.

Weight:

69kg post race including the driver and mandatory safety equipment. (C50)

77kg post race including the driver and mandatory safety equipment. (iame)

Number plates:

Numbers to be displayed on all four sides of the kart. Colours open

Materials:

Kart and components to be of material 'as left the factory' or similar, the use of aftermarket components such as rear hubs, carriers, track rods are permitted as long as they are of manufacturers specification and not homemade.

Carbon fibre, Ceramic, Titanium, Magnesium & Kevlar components are permitted.

Other:

The addition of pedal extensions, heel cups or an approved pedal box is permitted subject to secure fitment and scrutineering deeming it fit for purpose.

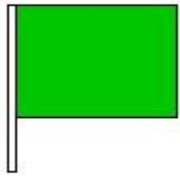
Modification to tubing, seat stays, yokes and all mounting points is strictly prohibited.

Engines:

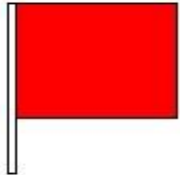
All bambino engines welcome, each engine must comply with current or most upto date Fiche.

Flag signals

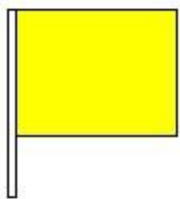
The Internationally recognised flag signals will be used as per MSA/CIK rules. All flag signals will form an official instruction and must be obeyed. Any person ignoring signals will take no further part in the meeting



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

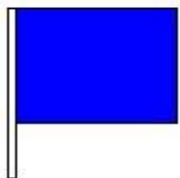


Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions and being prepared to stop should the track be blocked.



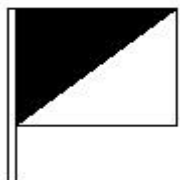
Stationary - Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

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.

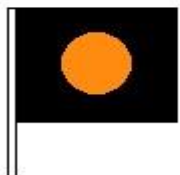
Waved - Another competitor is trying to overtake.



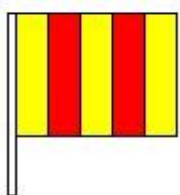
A warning, to the driver that his behaviour is suspect and that he may be black-flagged on further reports. Displayed with a white number.



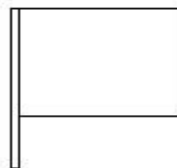
The driver must stop at Parc Ferme within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by display of the Black flag.



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.



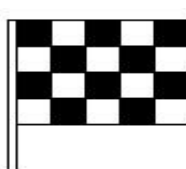
Slippery Surface Ahead.



You are approaching a slower moving Kart.



False start.



End of race or practice.