

Warden Law Kart Club

IKR Sprint Series

2020 Regulations

V1.5



WARDEN LAW **KART CLUB**

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CIRCUIT RULES

We would like everyone to enjoy their time at the Warden Law circuit so ask you follow these simple rules Please note we have a limited amount of paddock space, so we ask that

- Park and set up with consideration to fellow competitors
 - The main access road should always be kept clear
 - The road that runs through the centre of the paddocks is an ambulance run and should always be kept clear.
- You arrive between the specified times to allow us to let you in
 - If you arrive after the gates are locked, please wait until the morning to gain entry.
- 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.
 - 1 electric hook up is for 1 motorhome/caravan only – bridging between motorhomes/caravans is prohibited and may result in further charges.
- 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 (2 strokes 5pm) unless otherwise directed by an official
 - You should not excessively rev your engines
 - We reserve the right to given penalties for people who contravene these rules
- Children are welcome to ride bikes and scooters in the paddock, as long as they do so in a considerate manner and are aware of cars and vans moving around the paddock and entering the site.
 - Use of scooters and bikes in the viewing areas in PROHIBITED and use in the paddock must be in sensible manner.
 - 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.

GENERAL SPRINT RULES

INTRODUCTION

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 MSUK as an IKR [Independent Kart Race]. We still look to the MSUK guidelines as laid out in the 2020 Kart Racing Yearbook [Gold Book] and MSUK Blue Book for clarifications of specifications, regulation and restrictions of engines and chassis for classes. We also look to the MSUK and ABKC for guidelines on sportsmanship and general behaviour. 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.

WLKC IKR Sprint Series 2020

- The WLKC Sprint series will be held over 6 rounds in February through to December with 5 rounds to count.
- Entry fee for each meeting for all classes is £60.
- All drivers are encouraged to provide their own TranX 160 or X2 transponder.
 - There may be transponders for hire at the circuit for £10 per race day.
 - Lost or damaged transponders will be charged to the entrant at up to replacement cost.

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 a "High Street" petrol station. Control fuel will be available at the discretion of the officials if wrongdoing or tampering is thought to have occurred.
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 BS 6658 Class 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 Bambinos and Cadets karts have to be on kart trolleys at all times.
 - 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 your child's safety

ENTRY

9. All entries online <https://wlkc.alphatiming.co.uk/register/series>
10. No duplicate numbers will be allowed
 - Your number will not be reserved or kept from previous seasons.
 - Drivers who win the right to use the 0 plate may select this number other drivers may not choose 0
11. Entry Fees
 - £60 per kart and driver
 - £10 transponder hire payable on arrival
 - Practice Friday & Saturday prior to race day – See Facebook for prices

RESULTS AND GRIDS

- Results from qualifying and each heat will be published online
- Grids will be published to our WhatsApp group and where possible our Facebook Page www.facebook.com/WardenLawKC
- Changes and notifications will ONLY be posted via WhatsApp and Facebook where possible
 - Where possible we will print a copy of the grids and display them – this may not always be possible
- Any calls to the Clerk of the Course will only be posted on the WhatsApp group

CLASSES

Grid	Class	Restrictor	Weight	Gearing	Dry Tyre	Wet Tyre
Bambino	Comer C50	10mm	69kg-TT 71kg-Race	80 rear	Le Cont MSA 04	Le Cont MSA 04
Cadet	Honda GX 160	n/a	103kg	OPEN	Cadet Dunlop SL3	Cadet Dunlop KT3
	Honda GX 200 Extreme	RPM 15mm	105kg	20/74	Cadet Dunlop SL3	Cadet Dunlop KT3
Junior Pro Kart	Honda GX 200	RPM 15mm	165kg	20/66	Bridgestone YDS	Bridgestone YFD
Senior Pro Kart	Honda GX 200	n/a	185kg	OPEN	Bridgestone YDS	n/a
Rotax Junior Max	Rotax FR125 JUNIOR MAX	n/a	148kg	OPEN	Mojo D2	Mojo W5
Rotax Senior Max 162	Rotax FR125 Max	n/a	162kg	OPEN	Mojo D5	Mojo W5
Rotax Senior Max 177	Rotax FR125 Max	n/a	177kg	OPEN	Mojo D5	Mojo W5

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.

Gates Open 06.00
Signing on 07.30-08.00
Briefing 08.30
Practice from 9.00
Qualifying 11.30
Heats
Final
Presentation

Order for Qualifying and Heats

Bambino

RACE PROCEDURE

Grid Positions

- The driver with the fastest lap in qualifying will start on pole and so on until the slowest driver is in the last position.
- The grid will be closed at the time of the last call for a class.
- When the grid closes, any driver who is not in their 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 to the track] before joining.
- Karts that become out of position during the rolling lap may resume their position during the roll-up lap.
- Karts that spin on their own during the rolling/warm-up lap will start from the back of the grid
- Qualifying will decide the starting position in heat one
 - Heat one finishing position will be the grid position for heat two
 - Heat two finishing position will be the grid for heat three
- The grid for the final will be decided based on points given for the finishing positions in all the heats
 - The driver with the high points starts on pole.

Dummy Grid

- Drivers should assemble on the dummy grid area, two by two and awaiting 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 pit lane gates and are on to the track before increasing speed from walking pace

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
- NO WEAVING – weaving will not be tolerated during the formation lap – Weaving on the formation lap will result in starting from the back of the grid.

Starts

- Bambino and Cadet heats/races will be from a standing start
 - Bambino parents will be allowed to help their children get in position on the starting grid and can access the circuit at the start line entrance.
 - Bambinos, during time trials the karts should be arranged in single file, each kart will be pulled forward to the line stopped and then set off one at a time.
- Rotax & ProKarts will be rolling starts
- All grids will start on a dropped flag, a green or union flag

Race Formats

- Bambino
 - 10-minute qualifying
 - 8 minute heats
 - 8 minute final
- Cadets
 - 10-minute qualifying
 - 8 lap heats
 - 10 lap final
- Junior Pro Karts and Rotax
 - 10-minute qualifying
 - 10 lap heats

- 12 lap final
- Senior Pro Kart and Rotax
 - 10-minute qualifying
 - 10 lap heats
 - 12 lap final

In the event of a WET race, race distance will be changed to minutes

Race Finish

- All sessions and races will finish with a Chequered Flag
- Drivers are required to exit the track at scrutineering after the chequered flag
- All drivers are required to stop on the scales and be weighed
 - Drivers that fail to meet the weight requirements for their class receive one of the following penalties
 - Start from the back of the grid
 - Be disqualified from the session
 - Be disqualified from the whole days racing
- Cadets and Bambinos should be met at the track exit with trolley and wheeled back to your paddock area

Breakdowns on track

- Karts which breakdown on circuit, if they are not able to be driven, and 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 medical team have paramedic level technician training in dealing with RTA's and should be left to assess the situation and administer any help that is needed.
- No repairs should be carried out on 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 using the KNE Recovery Vehicle please do not enter the circuit.

SCRUTINEERING

- Karts must always meet with these technical regulations during official practice and racing. It is the competitors' responsibility to ensure that their kart complies.
- Technical checks may be carried out before, during and after practice 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 other competitors.
 - The chassis must be of one-piece construction, either brazed or welded and constructed from magnetic steel tubing whose cross-section is free.
 - All karts may be checked by a scrutineer before being permitted onto the circuit. Please note that the fuel caps and systems will be checked during scrutineering and if found to be loose or defective must be replaced/repared 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 pit for repairs.

PENALTIES AND WARNINGS

INFRINGEMENT	PENALTY
ABC - Advantage by contact – first offence	Warning/Possible 5 second penalty
ABC – Advantage by contact – second offence	Possible exclusion
Driving in an unsafe and reckless manner	5 second penalty or exclusion
Aggravated contact	Black Flag – verbal warning
Failure to make the start grid	Start from back of grid
Overtaking during formation laps	Discretionary place penalty
Weaving or spinning during formation laps	Warning
Spinning out on the warm-up/rolling laps	Warning
Not attending the briefing	£50 fine
Failure to comply with flag signals – first offence	5 Seconds
Failure to comply with flag signals – second offence	10 seconds
Failure to comply with flag signals – third offence	Exclusion
Overtaking or failure to slow down after chequered flag	3 place 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	Exclusion from heat, start from back of grid
Failure of scrutineering	Exclusion from heat or meeting
Failure of scrutineering engine/s	Exclusion
Unsporting conduct on or off the circuit	At discretion of CoC
Failure to report to scrutineering	Exclusion from heat or meeting
Incorrectly positioned front fairing – Rotax Only	Race – 5 second penalty /Qualifying – Time disqualified

APPLICATION OF PENALTIES AND WARNINGS

- Warnings will be on the Digiflag during the race.
 - Warnings that have to be applied post-race will be announced over the PA system or via the WhatsApp or Facebook group. www.facebook.com/WardenLawKC
 - 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 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.
- Penalties will be accumulative during the race day, no matter the offence.
 - First offence Warning Flag
 - Second offence Warning Flag + application of a time penalty dependent on the infringement.
 - Third offence Black Flag DSQ'd from round.

All appeals must be made before the end of the next heat on track.

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, the driver must complete 50% of the race distance.
- Any exclusions 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 7 rounds.
- When a class heat or final has sub-classes
 - drivers will only score points based on their overall finishing position, and not the finishing position in their sub-class, respectively.
- 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

RACE DAY CODE OF CONDUCT

- 1) A driver must sign on and have paid in full before going on to the circuit.
- 2) You need to understand that all drivers take part at their own risk.
- 3) Personal injury insurance is not provided to any driver by the circuit operators for any owner driver event.
- 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) Practicing is not racing, 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 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 at the nearest marshal post or safe place until the end of the session
 - a) Drivers may 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.
- 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 circuit manager.
 - 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 without the permission of the circuit manager.
- 11) Cadet and Bambino 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 KNE's staff.
 - b) Use of aggressive, abusive or threatening behaviour towards a member of the KNE staff or a Race Official, by the driver, 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 KNE/Warden Law
 - iii) We will also inform the other IKR and MSUK 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 of the rules or regulations laid out here or in future SR's, please seek confirmation from the Clerk of the Course before proceeding.
- 15) Any driver, mechanic or member of 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 child at all times.
 - i) If their child is injured, they may be required to make important decisions about their child's wellbeing or take their child to hospital.
 - ii) By consuming alcohol while your child is racing, you will be compromising your child's welfare

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 a collection area will be set aside for you to collect your child at the end of each race, with your kart trolley.
- During a Race event – parents are NOT permitted to enter the circuit at any time;- we will position your child on the grid for a standing start.
- 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 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 gives the call 'ENGINES ON' or 'START YOUR ENGINES.'
- Karts must not be revved excessively
- 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 – subject to change – prices may vary at other venues.
 - i. Race Day £60
 - ii. Practice Day Before – See Facebook for details
 - iii. Transponder Hire £10
- c. Registration via <https://wlkc.alphatiming.co.uk/register/series>

2. Race Day Regulations

- a. Race Format – Points and qualifying as for cadets
 - a. Race
 1. Qualifying 10 minutes
 2. 3 x 8-minute heats
 3. 1 x 8-minute final

3. Competitor Eligibility

4. Age. From year of 7th birthday for racing to 31st December of the year of 8th birthday. Before competing in Bambino Racing a Bambino must have completed a minimum of 6 Bambino Practice sessions at Warden Law
 - or
 - a. Must have competed in three rounds of a recognised championship such as BKC or an IKR circuit and
 - i. Must complete a competency assessment at Karting North East (This can be done on the Saturday prior to the race day.
 - ii. Drivers must obtain a minimum lap time, set on the day
 - iii. 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 at the WLKC 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.

5. Kart Eligibility

- a. Technical Kart Regulations as follows
 - i. Karts must comply with the Technical Regulations of the current MSUK Yearbook section (U), except if detailed below. These Regulations are subject to periodic review and possible alteration.
- b. C50
 - 1. **WLKC will provide a control restrictor for each competitor that must be used throughout the round and returned at the end of the days racing.**
 - 2. WLKC offer no pooled engines
 - 3. WLKC will not replace clutch springs for competitors
 - 4. Carburettor jetting is free.
 - 5. One foam air cleaner of standard specification is always to be present and must be kept clean and dry.
 - 6. Engines must be tagged
 - 7. No other intervention with these motors is permitted.
 - 8. 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.

6. Comer C50 Engine

- a. The engine as raced must at all times conform in all aspects with the MSUK/MSA homologation fiche.

7. General.

- a. Age from the year of their 7th birthday to the 31st of the year of their 8th birthday.
- b. Weight. Minimum of 69kg including driver.
- c. 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 Motorsport UK Bambino Championship may use plates complying with those Championship Regulations.
 - i. 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 Motorsport UK Yearbook section U.
- d. Data Logging. The use of data acquisition is forbidden apart from the collection of engine RPM and temperature, GPS and lap time data only. Any sensors not permitted by these regulations must be removed from the kart.

CADETS

- Honda 200 Extreme Cadet
- Honda 160 Cadet

1. Championship Regulations

- a. See General Sprint Regulations
- b. Entry fees
 - i. Race Day £60
 - ii. Practice Day Before – See Facebook for details
 - iii. Transponder Hire £10
- c. Registration via <https://wlkc.alphatiming.co.uk/register/series>

2. Race Day Regulations

- a. Both Cadet classes will run together – on track at the same time
- b. Race Format –
 - i. Honda 200 and 160
 1. Qualifying 10 minutes
 2. 3 x 8 lap races
 3. 1 x 10 lap final
- c. All Cadet kart 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. From the 8th birthday to the 31st December of the year of the 13th birthday
 2. Exceptionally, a driver who has satisfactorily completed a minimum of 3 Motorsport UK Bambino Races and is at least 125cm tall (without helmet) may enter in the year of their 8th birthday (see U15.1 Motorsport UK Blue Book). 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
- b. Honda 160
 - i. 8-13 years old
 1. From the 8th birthday to the 31st December of the year of the 13th birthday
 2. Exceptionally, a driver who has satisfactorily completed a minimum of 3 Motorsport UK Bambino Races and is at least 125cm tall (without helmet) may enter in the year of their 8th birthday (see U15.1 Motorsport UK Blue Book). Until the 31st December in the year that they turn 13 years old
 - ii. Drivers must weigh 103kg when weighed with full kit and the kart

4. Technical Kart Regulations as follows

- a. Karts must comply with the Technical Regulations of the current MSUK Yearbook section (U), except if detailed below. These Regulations are subject to periodic review and possible alteration.
- b.
- c. Engines
 - i. Honda 200 Extreme Cadet engines
 1. These are a sealed engine that is only available from RPM
 2. The engine must have four complete and untampered seals 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
 4. We recommend that any second-hand engine that you purchase is
 - a. returned to RPM to be checked
 - b. serviced
 - c. has the seal numbers recorded before you use it to compete at Warden Law.
 5. WLKC may ask for proof of any engine has been returned to RPM
 - a. WLKC may also ask RPM to confirm these seal numbers at anytime
 6. If at any point the
 - a. seal numbers
 - b. restrictor size
 - c. output of any engine is called in to question WLKC reserve the right to remove the engine from the competitor and return it to RPM for independent inspection and scrutineering.
 - d. RPM will only discuss the outcome of these tests with WLKC who will then jointly decide the outcome or penalties to be applied.
 - e. Competitors, Teams and Parents should wait to be contacted by WLKC 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/WLKC/KNE 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;
 - i. 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 round of the WLKC Championship during the season.
 9. Any competitor that is found to be deliberately cheating will receive an instant ban with no right to recourse.
 10. Gearing is fixed 20-74 for Honda 200 Extreme Cadets.
 - ii. Honda 160 Cadet engines
 1. All GX160 must conform MSUK Blue Book B3.0 “Honda Specific Regulations” Unless stated below.
 - a. All GX160 cadet engines will be required to run with the **16mm ABKC stamped performance restrictor**, fitted between the carburettor and the insulator as per the Honda GX160 regulations

- b. All GX160 Cadet Engines must be run with the DEP001 exhaust along with the flange tether secured to the flange mounting, as detailed in the ABKC regulations.
 - c. Honda 160 engines must not have the Honda 200 DEP exhaust fitted.
 - 2. Gearing for Honda 160 Cadets is OPEN
- iii. GENERAL [Engine]
- iv. All engine numbers and seal numbers must be registered with the organiser no later than signing on the morning of the race day.
- v. 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.
- d. Tyres
 - i. Dry Tyres – Dunlop SL3-MSUK front 10x3.6x5, Rear 11x5x5
 - ii. Wet tyre – Dunlop KT3 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.
- e. 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
- f. 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
 - i. Race Day £60
 - ii. Practice Day Before – See Facebook page for details
 - iii. Transponder Hire £10
- c. Registration via <https://wlkc.alphatiming.co.uk/register/series>

2. Race Day Regulations

- a. Honda 200 Extreme Junior Pro Kart
- b. Race Format –
 1. Qualifying 10 minutes
 2. 3 x 10 lap races
 3. 1 x 12 lap final
- c. All Junior Pro 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) 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.
 - 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
- c) Driver Weight
 - i) Driver and kart, when weighed together [including kit], should weigh a minimum of 165kg at all times.

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) 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
 - (1) This includes all adjustments to the kart to make the kart smaller
 - a. to bring the peddles closer to the seat or higher
 - b. To move the seat stays in to fit a narrower seat
 - c. To bring the steering wheel closer or higher

c) Engines -

- i) 2 x RPM Pro Extreme 200 sealed engines with 4 seals in place
- 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.
 - (1) 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.

d) Rear-axle - 30mm hollow or solid metal

- i) Circlip must be in place at both end of axle to prevent hub loss
- ii) 219 drive chain only
- iii) Chainguard should be in place at all times
 - (1) A plastic strip or the full cover

e) Gearing

- i) Gearing is fixed 20-66
- ii) Sprocket guards must be fitted and made from plastic only

f) Brake fitted to the rear axle only

- i) Hydraulic
- ii) Metal brake disc only
 - (1) drilled or vented disc allowed
- iii) Brake safety wire must be fitted in case of failure
- iv) A caliper 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) Bridgestone YDS for dry conditions
- v) Bridgestone YFD 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
- (4) Including and not restricted to household cleaners
- (5) Tyre warmers or any device or equipment that delivers heat into the tyres may NOT be used.

- (6) A set of pool tyres will be available at the discretion of the officials if wrongdoing or tampering is thought to have occurred.
 - (7) Tyres must NOT be cut/scrubbed/abraded manually – other than in the normal running of the kart.
- h) Steering column must have a collar fitted to secure it to the kart if the bottom bolt fails
- i) 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.
- j) Throttle return springs must be fitted to both the carburettor and pedal.
- k) 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
 - ii) All bodywork should be securely attached to the kart at all times, the use of r-clips and circlips where indicated is a must and a scrutineering failure if they are not in place.
- b) Numbers
 - i) Front and rear numbers are required
 - (1) Displayed in a panel clear of other graphics
 - (2) No italic or fancy fonts are allowed
- c) Weight
 - i) 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.
 - (7) All numbers should be clearly printed with Neon Orange background and a Black number

PRO KART

- Honda 200 Extreme
- Honda 160

1. Championship Regulations

- See General Sprint Regulations
- Entry fees
 - Race Day £60
 - Practice Day Before – See Facebook for details
 - Transponder Hire £10
- Registration via <https://wlkc.alphatiming.co.uk/register/series>

2. Race Day Regulations

- Both classes will run together – on track at the same time
- Race Format –
 - Honda 200 and 160
 - Practice 10 minutes
 - 3 x 10 lap races
 - 1 x 12 lap final

3. Driver Eligibility

- Driver should be over 16 years old
 - No upper age limit applies
- Drivers, when weighed together with the kart [including kit]
 - Honda 200 Extremes 185kg
 - Honda 160 180kg

4. Kart Eligibility

- Chassis Twin Pro Kart minimum 1040 to maximum 1080mm length chassis
 - Chassis must be from a recognised kart manufacturer
 - The chassis should be in good condition with no cracks etc.
 - The chassis must be of a one-piece construction
 - Only one chassis is permitted per round unless agreed by the officials that a chassis is too damaged to continue to be safe.
- Engine
 - RPM Honda 200 Extreme engine
 - 2 x RPM Pro Extreme 200 sealed engines with 4 seals in place
 - DEP exhaust – engines can be run with or without a DEP exhaust
 - All engine numbers should be registered with the race organisers
 - Any engine changes during a race should be by prior agreement with a race official with designated responsibility at that race meeting.
 - 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.
 - In all cases, we will refer to RPM rules governing the 200 Extreme engines
 - 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.
 - 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. Bridgestone YDS 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 'loose' additional tie wraps should be in place to prevent loss.
 - ii. Nassau panels and bigfoots are allowed
 - 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. Front and Rear numbers required.
 - ii. 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.

ROTAX JUNIOR MAX

1. Championship Regulations

- a. See General Sprint Regulations
- b. Entry fees
 - i. Race Day £60
 - ii. Practice Day Before – See Facebook for details
 - iii. Transponder Hire £10
- c. Registration via <https://wlkc.alphatiming.co.uk/register/series>

2. Race Day Regulations

- a. Race Format –
 - 1. Qualifying 10 minutes
 - 2. 3 x 10 lap races
 - 3. 1 x 12 lap final
- b. All 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. Age. Year of 13th birthday to 31st December of the year of 16th birthday. Drivers who have not reached their 13th birthday must hold a minimum of a Kart National licence (U15.3).

4. Technical Kart Regulations as follows

- a. Karts must comply with the Technical Regulations of the current MSUK Yearbook section (U), except if detailed below. These Regulations are subject to periodic review and possible alteration.

5. Gearing

- a. Gearing is Open

6. Weights

- a. Minimum of 148kg including driver at all times. Minimum driver weight as per U17.29.6 is 42.5kg.
- b. Number Plates. Red with white numbers. U17.27 applies

7. **Rotax Mini Max** – Mini Max competitors can enter following the rules laid down by MSUK in the 2020 Kart year book (Gold Book) and run off the back off Rotax Junior Max.

ROTAX SENIOR MAX

Rotax Senior Max 162

Rotax Senior Max 177

8. Championship Regulations

- a. See General Sprint Regulations
- b. Entry fees
 - i. Race Day £60
 - ii. Practice Day Before – See Facebook for details
 - iii. Transponder Hire £10
- c. Registration via <https://wlkc.alphatiming.co.uk/register/series>

9. Race Day Regulations

- a. Both classes will run together – on track at the same time
- b. Race Format –
 1. Qualifying 10 minutes
 2. 3 x 10 lap races
 3. 1 x 12 lap final
- c. All karts must be pushed to the dummy grid on a trolley
 - ii. NOT driven through the pits or paddock.
 - iii. 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]
 - iv. The driver should not be in the kart while it is on the stand
 - v. The kart can only be started when it has been lifted down from the stand and is on the floor of the dummy grid

10. Competitor Eligibility

- a. Age. The Class is open to any driver from the year that he/she achieves their 16th birthday, subject to 1.8.2 and U15.4.1 of the MSUK Blue Book. A holder of a Kart National licence may transfer to this Class from their 15th birthday, subject to 1.8.2 and U15.4.1. Exceptionally a holder of an International 'A' or 'B' kart licence may transfer to this Class at any time. Having moved into a Motorsport UK Senior Class he/she may not revert to a Junior Class (U15.4).

11. Technical Kart Regulations as follows

- a. Karts must comply with the Technical Regulations of the current MSUK Yearbook section (U), except if detailed below. These Regulations are subject to periodic review and possible alteration.

12. Gearing

- a. Gearing is Open

13. Weights

- a. 162 - 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.
 - i. Number Plates. Blue with white numbers. U17.27 applies.
- b. Minimum weight limit of 177kg including driver at all times. The driver must, in full racing equipment, weigh a minimum of 83kg at all times, weighed in accordance with U17.29.6. In all other respects the class must follow Formula Rotax 125 Max regulations.
 - i. Green plates with white numbers. U17.27 applies

1. Clarification If you require further information or clarification of any Regulation, please contact the organiser in writing at Warden Law Kart Club c/o Karting North East, Warden Law Motorsports Centre, Sunderland, SR3 2PR.

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.

**Clerk of the Course – Bill Routledge
Scrutineer – Ben Douthwaite
KNE General Manager – Paul Bainbridge**

