



Quote: "Unless it states that you can do it... Then you cannot!"

2019 Class Rules and Regulations: Junior/Senior TKM

T1 To enter in to the **Junior TKM** you must be 11 years old up to the 31st December of the calendar year in which your 16th birthday falls.

T1.a **A Junior that is no longer a Novice may transfer to the Senior Class at any time during the year of their 16th birthday. He/she may not revert back to Junior class**
A Senior driver with no proven racing experience must be of 17 years' plus of age, see below with reference to inexperience*

T1.b **Junior and Senior Drivers.** All **NEW** drivers joining the club will be classed as a novice and will start from the back of the grid for a minimum of 3 to a potential of 6 maximum race meetings. This does not apply to any driver that produces a **FULL** MSA Licence at signing in/scrutineering, or a Novice Licence with 6 signatures. However, once signed off by the Race Director, any experienced drivers are permitted to start at the back of the grid providing their request has been noted with the circuit before signing-in on the race day. In this instance, the driver will be classed as a non-novice and excluded from the novice trophy.
If proven and agreed by RLK that a non MSA driver has raced at another circuit, then one race meeting under Novice plates will apply.

***In addition to the above, you cannot race unless any of the following criteria applies:**

- Attended Youngstarz Training Club based at RLK and been approved by a Youngstarz instructor to race in Club 2000.
- Attended, by appointment, a driver assessment session at RLK to take part in Timed Laps and a Flag Test which will then need to be approved by RLK.
- Holds an A.R.K.S. Licence or Holds a Novice MSA Licence. Licences must be shown first at signing on then subsequently at scrutineering on your first race meeting.

T1.c **The Race Director** makes all the above decisions which are final.

T1.d **Classes.** It is intended that normally all bands within a class will race together for the same trophies with same colour number plates. Where a club has sufficient numbers, they may if they wish run different weight/restrictor bands of either class on separate grids. The Junior Extreme class is a potential premier championship class which may be introduced subject to sufficient interest

T2 **Chassis** - The chassis must remain as standard in ALL respects and may only be subject to approved modifications by the Scrutineers for reasons of health and safety. Only one chassis can be submitted to the meeting on race day.

T2.a **The rear axle** must be of parallel magnetic steel up to 50mm nominal diameter. The axle can be either solid or hollow. It must be supported in two bearings only, using any type of bearing and retention method including cassette type. No other bearings or stiffening devices may be attached to the rear axle for any purpose. It is permitted to use circular collars around the rear axle immediately next to the axle bearings to prevent axle movement. They must not exceed 21mm in width and must be fitted for the sole purpose of axle location. It is permitted to semi-drill the axle for grub screw location. It is permitted to make use of rear axle bearing mounts or bearing adaptors and flanges which allow wheelbase or height adjustment provided that it does not exceed MSA dimensions permitted.

T2.b Adjustable or removable rear, **front and side torsion bars are specifically banned.** If a kart is manufactured with torsion bar options each bar must either be removed or welded permanently in place. If welded in place, the torsion bars must be welded directly to the chassis permanently. Welding the clamps is not sufficient and it must be torsion bar to chassis direct welding.
Torsion bar clamps must be removed. Although the exact method of welding is free (mig, tig, braze, etc.) tack welds are not sufficient. The welding must be nominally continuous around each joint and at a minimum cover 75 per cent of the circumference allowing for areas which may be difficult to access. The word 'permanent' is

stressed. The only additions permitted to chassis are items to meet latest MSA Competitors and Officials Yearbook Safety Regulations.

T3 Seat – Free.

T3.a Transponder - An AMB160 Transponder must be fitted to the rear of the seat 25cm from the ground +/- 5cm by means of the correct bracket.

T4 Bumpers - Nose Cones – Nassau Panels – These must be fitted to the kart at all times. The rear bumper must be manufactured of steel tube and must not extend outside the rear wheel/tyre measurement. The bumper must cover at least 50% of each rear wheel/tyre at all times. The front Nose Cone must have a flat front. Any modifications to this rule will be subject to the Race Director's approval.

T4.a Front Fairing Blocks. On non-gearbox Junior and Senior karts, the CIK-homologated detachable front fairing mounting kit (see CIK drawing on back page) is mandatory.

T4.b Where the CIK-homologated detachable front fairing mounting kit (17.1.6) is mandatory, it must at all times be fitted and maintained in the correct position, in accordance with Drawing 17.5 on the back page. It is not permitted to reposition a front fairing except by stopping in the repairs area (where such a facility is provided) and this may not be done after passing the chequered flag.

T5 Side Pods - Must be fitted this is mandatory but must include side support.

T6 Engine - TKM BT82 Piston port two-stroke engine fitted with a standard Walbro WB19 carburettor stamped TKM, carb spacer block marked TKM, ignition Motoplate 9600903-1 or PVL system marked Formula TKM. TKM exhaust system complete with flex and standard TKM Carburettor induction box complete with original filter. The BT82 engine as raced, including induction box and ancillaries must conform in all respects with the 2014 Homologation Fiche with its Extension and Amendments, as clarified and elaborated on within these regulations and official TKM technical bulletins. No modifications are allowed. All engines must remain as standard or with a MSA seal. All engines should run to MSA standard, Gold Book 2017.

T6.a The use of purpose designed TKM fin rubbers is mandatory as a noise reduction method. All new engines are fitted with noise reducing fin rubbers as supplied by Tal-Ko. These comprise 10 special rubbers all with TKM logo and either marked H or B to indicate whether for head or barrel. Competitors must use a full set of these rubbers, which may be fitted to older engines. The use of more than 10 rubbers is allowed but not advised. Only TKM rubbers permitted and Where fins have 24 become broken on an engine it is permitted to remove excess sections of the rubbers at this point. At post-race/qualifying scrutineering, loss of one rubber will be accepted provided it is then replaced before the next race. New style noise induction box introduced from 1.1.2007 is now mandatory. **NB.** New style TKM exhaust system may be introduced as an option. New TAG (Touch and Go) type engine specification as of 2009 with its Extension and Amendments.

T6.b Kart Engines. Engines may only be started in an area designated by the organisers which shall include the live area of the circuit. When starting engines, the driver must be seated correctly in the seat with all four wheels of the kart on the ground. Exceptionally non-centrifugal-clutch classes may start their engines, in the same designated area, with the kart positioned on a trolley in a position that will not endanger others.

Only Two Engines and One Chassis can be submitted for the race meeting. Engine numbers are to be noted on the Scrutineer card. Race engine 1 and spare engine as 2. During the meeting, the organisers will permit the engine to be changed. This must be reported to the Race Director to allow the number to be changed on the scrutineer card at the time of the change. Failure to report a change of engine may result in exclusion from the meeting. Only **ONE** engine change will be permitted per race meeting i.e. once the engine has been changed, the driver cannot subsequently revert to the original. TKM engine regulations are as per the Gold Book 2018.

T6.c Piston Rings. The rings must at all times remain predominately free (50% or more) to operate in the manner in which they were designed and supplied. It is mandatory to use one ring in the 115cc engine and two rings in the 100cc engine. It is the responsibility of the driver to ensure that the rings are not 'coked' in place with carbon or prevented from their normal 'spring' effect by other methods. The rings must be appropriate to the piston size used, and have a maximum ring gap of 0.5mm when measured with the ring placed securely 5-10mm down from the top of the cylinder bore.

T6.d Club 2000 reserve the right to strip and check any engine before or after any heat or final. All drivers will be responsible for the stripping of any engine in front of the Technical Advisor. Club 2000 will not be held responsible for any rebuilding costs. Any driver found to have modified their engine will be asked to report to the Race Director. TKM Engine Regulations are as per the Gold Book 2018 OR any modifications approved by RLK.

- T7 Steering** - All karts must have the steering column mounted in such a way that even if the bottom-retaining bolt is removed it cannot pull free from the lower bearing.
- T8 Tyres** - Only one set of slick tyres can be used for the meeting and may be marked at Scrutineering. **The Race Director must approve the use of a replacement tyre and the Bar Code is to be put on the scrutineering card.**
- T8.a Any Driver** seen warming tyres up on the dummy grid may be put to the back of the grid for reasons of health and safety. Repeat offenders will be asked to report to the Race Director and may be excluded from the heat/final and/or have their points deducted from their Championship score.

- T8.b Tyres permitted** are **Maxxis** with the words '**Formula TKM**' moulded in their sidewalls. Dry slick tyres will have green labels. Wet tyres will have red with a white outline label. They must not be modified in any way including hand or machine cutting and also allow OLD STYLE RED LABEL WET TYRES.

NB. A new wet tyre has been in use since 1st January 2013. The older style wet tyres with labels in just red are no longer permitted. Before the start of each race, wet tyres must measure a minimum of 2mm tread.

- T9. ** Senior Extreme** 46kg minimum weight for under the age of 16yrs as per gold book 2019

Weights-- Class	Jnr	Jnr	Jnr	Jnr	Jnr	Senior Extreme	Snr Extreme	Snr Extreme	Snr Extreme
Minimum Driver Weight	38kg	42kg	49kg	59kg	67kg	**	44kg	50kg	60kg
Kart and Driver Minimum	123kg	128kg	135kg	142kg	148kg	132kg	139kg	146kg	152kg
Kart maximum without driver	85kg	86kg	86kg	83kg	81kg	----- -	-----	-----	-----
Restrictor	Black	Gold	Blue	Purple	None	Black	Gold	Blue	None
Restrictor size	19.5mm	20.5mm	22.0mm	24.0mm	-----	19.5mm	20.5mm	22.0mm	-----

Drivers must weigh in wearing full race equipment at all times.

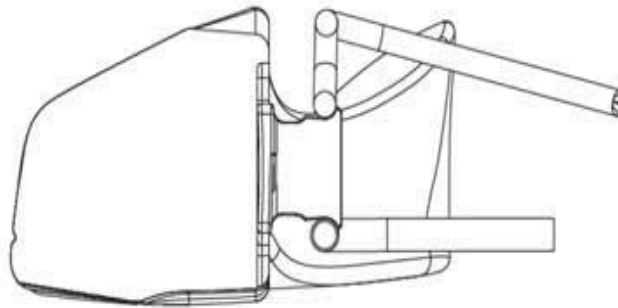
- T9.a For Classes that include a minimum driver weight** only mandatory items of Personal Protective Equipment (PPE), as required by 13/01/13 are to be included when the Driver is weighed.
- T9.b Weights** will be as per the scales on the day. All drivers found to be underweight will be disqualified from the heat/final. If any driver is found to be underweight for the second time in the meeting, they will be asked to report to the Race Director. They may be excluded from the meeting subject to the Race Director's decision and/or have their point deducted from their Championship score.

IMPORTANT:

- T9.c Kart Safety – No one piece of LEAD will weigh more than 4kg and must be fixed with two mechanical fixings. Two pieces mounted on top of each other will be classed as one and must then be fixed with four mechanical fixings, two in each.**
- T10 Disc Protectors** - Any efficient rear brake disc protective pad (Teflon, Nylon, Delrin, Carbon Fibre, Kelvar or Rilsan) is mandatory in all categories if the brake disc protrudes below, or is level with, the main chassis tube nearest to the ground. This protection must be placed laterally in relation to the disc in the longitudinal axis of the chassis or under the disc. It must be located within 120mm of the centreline of the brake disc. Regulations as per the Gold Book 2018.
- T11 Brakes** - All classes must have brakes mechanical or hydraulic operation, solid disc, operating on the rear axle only. All classes must have a secondary braking cable/rod fitted.
- T12 Chain** - All classes must have a chain guard fitted.
- T13 Noise Restriction** - All karts are restricted to 105DB.

- T14 Scrutineering** - All karts must be presented to the Scrutineer ready to race including fitted wheels and tyres.
- T14.a All Drivers** must report to Scrutineering wearing their race suit, gloves and racing boots, ensuring that the ankles are protected and the whole foot is covered, (non-race footwear may be allowed) for inspection. The Race Director/Scrutineer's decision to allow them to be used is final.
- T15 Sprockets** – Free.
- T16 Number Plates** - **Junior TKM** = Blue Plate/White Numbers; **Senior** = Red Plate/White Numbers.
Senior TKM Masters add a white line at the top or bottom of plate.
All Novices = Black Plate/White Numbers.
- T16.a Race Number.** Once you have chosen your number and it has been confirmed by Club 2000 then this must be kept for the current years racing. Only in certain circumstances will a change be allowed, at the Administrator's discretion.
- T17 Rules.** These rules apply to Members and Non-Members. In the interests of Club 2000 and fair competition all rules are subject to change.
- T17a All other regulations** for TKM are as per the Gold Book 2018. The 2019 Gold book may be used for any additional amendments throughout the current racing year.

Correct position



Unacceptable position – if any part of the front bumper tubes is in an area marked 'A'

