

# MAIN SERIES IKR 2023 Regulations

**7 race Championship (See website for dates) best 5 out of 7 scores to count. For all ROTAX CLASSES there will be 4 sets of tyres allowed to be used for the 7 Rounds (only 1 set per race day), any driver using more than 4 sets of slick tyres will not be eligible for championship points but will be eligible for on the day trophies. For all other classes there is no restriction on amount of sets used but only 1 set per race day.**

Drop Rounds: Your highest scoring round from each series will be dropped.

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 classes please get in touch.

Chassis are open. All chassis must have front and side bodywork and full width rear crash protection. Your race number must be clearly displayed on the front Nassau panel, side pods and rear bumper. **Class numbers are required.**

Front brakes are not allowed.

Any treatments to alter tyre performance (e.g. tyre softening solution) are not allowed.

The organisers may amend the minimum weights at any time to ensure parity in multi-engine classes.

## Clothing

- Road legal or Snell helmet
- CIK Kart racing overalls - no limitation on expiry date
- Racing gloves
- Boots that cover ankles

## Tyres

### Slicks

Classes using the MAXXIS SPORT control tyres will be limited to 4 sets for each series. Only tyres supplied by Clay Pigeon Raceway may be used and they will be stamped with an individual number allocated to the driver. There is no restriction on tyre usage in other classes other than 1 set per day. **There is no restriction on the tyres used in morning practice for all classes.**

It will be permitted to purchase a replacement tyre if required due to damage. Wherever possible, damaged tyres will be replaced with used items held in stock by the organisers. Evidence of tyre damage must be presented to the scrutineer in order to obtain a replacement. The scrutineer will decide on whether the replacement will be allowed.

### Wets

**All Rotax classes must use the MAXXIS SLW Wet tyres. There is no restriction on the tyres used in morning practice for all classes.**

## Championship Classes

### **Honda Cadet (GX160)**

Engines HONDA GX160. For Honda Cadet the DEP exhaust is mandatory 2019/2020/2021 & 2022 version. 1. Engines must, in all respects, comply with the current ABkC Honda GX160 Technical Regulations at latest release version. [http://www.abkc.org.uk/wp-content/uploads/2019/12/Honda\\_GX160\\_TechRegs\\_V15.pdf](http://www.abkc.org.uk/wp-content/uploads/2019/12/Honda_GX160_TechRegs_V15.pdf)

Driver Age: 8 – 12 years Minimum weight limit: 103 kg including driver & safety equipment.  
Slick Tyres: Dunlop SL3 MSUK Wet Tyres KT3

### **For all Rotax classes with correct carburettor and engine configuration must be used.**

#### **Senior Rotax Max**

**Engines may be sealed or un-sealed.**

Engine: Rotax Max FR125 with Dellorto carb to Fiche.

Minimum driver age: **Year of 16th birthday**

Minimum Weights:

Rotax (inc. Evo): 162 kg

Rotax Heavy (inc. Evo): 177kg

Slick Tyres: MAXXIS SPORT

Wet Tyres: MAXXIS SLW WET

#### **Rotax Micro Cadet**

**Engines must be sealed**

Engine: Rotax FR125 Junior Max with Dellorto carb,

Minimum driver age: **8-12 Years**

Minimum Weights:

Rotax (inc. Evo): 105 kg

Slick Tyres: **Dunlop SL3**

Wet Tyres: **Dunlop KT3**

#### **Junior Rotax Max**

**Engines may be sealed or un-sealed.**

Engine: Rotax FR125 Junior Max with Dellorto carb,

Driver age: **11-16 years.**

Minimum Weights:

Junior (inc. Evo): **145 kg**

Slick Tyres: MAXXIS SPORT

Wet Tyres: MAXXIS SLW WET

#### **Mini Rotax Max (2022 Full size chassis spec)**

**Engines may be sealed or un-sealed.**

Engine: Rotax FR125 Junior Max with Dellorto carb,

Driver age: **11-14 years.**

Minimum Weights:

Mini (inc. Evo): 132 kg

Slick Tyres: MAXXIS SPORT

Wet Tyres: MAXXIS SLW WET

**It is the competitor's responsibility to ensure that all sealed and unsealed engines are to the correct class fiche. The organisers have the right to send all engines to JAG Rotax or one of their agents for inspection and clarification. Should the engines be illegal and not to fiche when inspected the competitor is liable for all costs.**

### Pro Kart specific engine regulations:

1. Engines must, in all respects, comply with the current ABkC Honda GX160 Technical Regulations at latest release version. [http://www.abkc.org.uk/wp-content/uploads/2019/12/Honda\\_GX160\\_TechRegs\\_V15.pdf](http://www.abkc.org.uk/wp-content/uploads/2019/12/Honda_GX160_TechRegs_V15.pdf)

2. Use of alternative lightweight Honda flywheel, Honda Part no. 31100-ZE7-811 is permitted (this part is being made available to assist heavier drivers who wish to save weight on their kart, it may not improve the engines' performance). If this is used, please make the Scrutineer aware. Flywheel position on the crankshaft vis a vis ignition timing may be checked.

3. Substitution or complete removal of the renewable paper/foam air filter. All of these modifications are clarified in the Honda GX160 Technical Regulations. The plastic cover must remain in place.

4. Separate return springs must be fitted to each carburettor and to the throttle pedal, each acting independently. A linkage may be manufactured to actuate the standard Honda throttle. This may include fitting additional return springs.

5. 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.**

## Non-Championship Classes

We welcome entries to one off race meetings from organised clubs who wish to race with us but to their own regulations. Please note that it may be necessary to mix grids in order to maintain track time for all. Please contact us with plenty of notice if you wish to discuss this.

## Event format

### Timing

All race timing will be by [AMB 160/mylaps x2/TR2 transponders \(Yellow marked only\)](#) using the Alpha 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
08.00-09.15	Scrutineering
09.30	Mandatory driver briefing
09.45	Circuit opens for practice and transponder check.

**Timed Practice:** 6 minutes

**Heats:** 8 minutes + 1 lap to decide grid positions for Pre Final

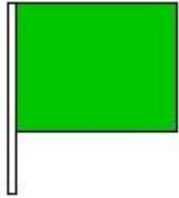
**Pre Final:** 8 minutes+ 1 lap to decide grid positions for Final

**Final:** 10 minutes + 1 lap

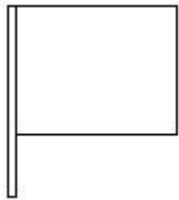
These timings are a guide only and dependent on the number of classes we are generally able to offer substantially longer morning practice sessions. [Typically 1 to 2 8 minute sessions are achieved, though this is at the discretion of the organisers.](#) Please feel free to get in touch if you have any questions.

## Flag signals

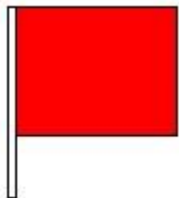
The Internationally recognised flag signals will be used as per Motorsport UK/CIK rules. All flag signals will form an official instruction and must be obeyed. Any person ignoring signals will take no further part in the meeting.



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

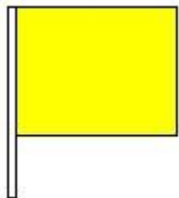


A service car or slow moving car is on the circuit. The white flag will be waved to indicate the sector of the track that the slow moving vehicle is in, and held stationary whilst the vehicle is in the next sector.

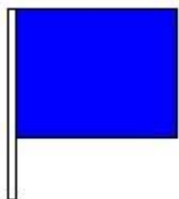


Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.

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

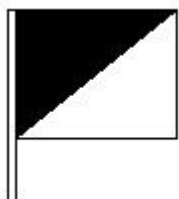


**Waved** - Great danger, slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented by flashing yellow light(s), as an added warning).



**Stationary** - Another competitor is following close behind.

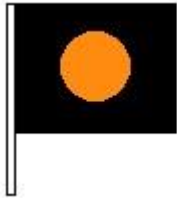
**Waved** - Another competitor is trying to overtake.



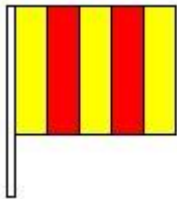
A warning, to the driver that his behaviour is suspect and that he may be black-flagged on further reports. Displayed with a white number.



The driver must stop at his pit 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 car concerned must call at its pit for repairs on the next lap.

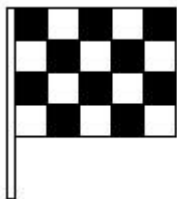


**Stationary** - Slippery surface ahead.

**Waved** - Slippery surface imminent.



False start.



End of race or practice.

## Race Starts

All starts will be 'slow rolling' in 2 rows with the pole position on the inside for turn 1. The start signal will be by the extinguishing of the official Red start light. Should the Red light remain on this indicates a false start whereby all competitors will continue for a second slow rolling lap. The pole driver dictates the 'slow lap' pace and drivers must remain in grid formation until the start signal is given, if we deem this to slow a penalty may be applied to avoid start line incidents (Clerks discretion)

Weaving on rolling up lap is not permitted and may result in a penalty (Clerks discretion) 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'.

## Judicial Procedure

The events will be controlled by a Race Director, 2 x Assistant Directors and Observers. The Race Director will issue all penalties after a judicial hearing. In the interests of justice we will have a panel of Stewards comprising of an Organiser and two Stewards selected from competitors. The decision of the Stewards is FINAL.

## Timed Qualifying

Once the driver leaves the circuit and returns to the pit area, Their session will finish and they will not be allowed to rejoin the circuit. All drivers must come onto the weighing scales to be weighed after your session is over. Anyone under weight for their class will result in starting at the back for heat 1.