

# 2006 Supplementary Regulations

We are now near the start of the 2006 racing calendar and we also have MSA approval for the 2006 NatSKA Handbook and Regulations. All the changes will apply from the beginning of 2006 racing, so please ensure that your karts are prepared appropriately to avoid disappointment at Camberley. The full 2006 NatSKA Handbook and Regulations will be available to download soon. Please find below the rule changes highlighted in blue.

## **D4.7 Class 7: 100cc Piston Ported**

**D4.7.1 Engine – either Junior TKM BT82 to current MSA /manufacturer's fiche and compliant with section 5 of the Formula TKM regulations and technical guide (where relevant to the Junior Engine) or Yamaha KT100 up to current MSA fiche.**

**D4.7.2** Tuning restrictions as in D3.2, .3, .4, .5, .6, .7 and .8.

**D4.7.3** School built or commercial chassis' may be used.

**D4.7.4** Rear wheel braking only.

**D4.7.5** Bumpers must conform to NatSKA specifications defined in regulation C4.

**D4.7.6** Only tyres for use in MSA Junior Formula TKM classes may be used, ie Maxxis Formula TKM tyres. This will apply to slicks and wet tyres. Wet tyres may be the new or old type.

**D4.7.7 This regulation take precedence over the Formula TKM regulations and technical guide section 5.6.**

All engines must use a single TKM manufactured aluminium carburettor restrictor plate. This is a flat metal plate with a minimum thickness of 3mm and a central parallel round bore of 19mm maximum diameter through which all the mixture feeding the engine must pass. This part must not be modified or polished in any way and must be made and supplied by Tal-Ko. It must display the genuine TKM logo. If used with the Yamaha KT100 engine this plate may be modified to facilitate fitting as long as the central bore is untouched. No blenders are permitted under any circumstances.

**D4.7.8** All karts shall be fitted with commercial side pods.

**D4.7.9** All exhausts shall be fitted with auxiliary can mufflers with outlet holes pointing downwards towards the track surface.

**D4.7.10** All karts shall be fitted with an effective intake silencer.

**D4.7.11 Drivers must have passed their 12th birthday and have completed at least 4 race meetings in classes 2, 5, 8, 10, 11, 14, 15 or hold a National A MSA karting licence or a fully completed National B MSA karting licence. Before entering this class their NatSKA licence must be returned to the Licensing Director for upgrade.**

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## **D4.8 Class 8: 100cc Rotary/Reed**

**D4.8.1 Engine – eligible engines are as listed in Appendix F.**

**D4.8.2** Tuning restrictions as in D3.1, .2, .3, .4, .5, .6, .7 and .8.

**D4.8.3 Drivers must have passed their 14th birthday and have completed at least 4 race meetings in classes 2, 5, 7, 10, 11, 14, 15 or hold a National A MSA karting licence or a fully completed National B MSA karting licence. Before entering this class their NatSKA licence must be returned to the Licensing Director for upgrade.**

**D4.8.4** Bumpers must conform to NatSKA specifications defined in regulation C4.

**D4.8.5** Rear wheel braking only.

**D4.8.6** Carburettor – a standard Tillotson 334A, butterfly type with centre axle with a maximum venturi diameter of 19.8mm. No modifications, other than D4.8.13, are permitted and no components are allowed to enter the carburettor bore. Stuffers, diffusers or blenders are not permitted.

**D4.8.7** All engines must use a single TKM manufactured aluminium carburettor restrictor plate. This is a flat metal plate with a minimum thickness of 3mm and a central parallel round bore of 19mm maximum diameter through which all the mixture feeding the engine must pass. This part must not be modified or polished in any way, other than to drill a hole for a pulse tube, and must be made and supplied by Tal-Ko. It must display the genuine TKM logo. No blenders are permitted under any circumstances.

**D4.8.8** Dry tyres to be restricted to YEQ, YBN, Vega XLL, MG RB or any tyre used currently or previously in the "Formula Rotax 125 Max Junior UK, Minimax, or Senior MSA classes (tyres need not carry the stamps

required by the regulations contained in the MSA Kart Race Yearbook) or any tyre allowed in class 7. Wet tyres to be open.

**D4.8.9** All karts shall be fitted with commercial side pods.

**D4.8.10** All exhausts shall be fitted with auxiliary can mufflers with outlet holes pointing down-wards towards the track surface.

**D4.8.11** All karts to be fitted with an effective CIK approved air box for a 100cc kart.

**D4.8.12** School built or commercial chassis' may be used.

**D4.8.13** It is permitted to add a washer or other proprietary item to the high and low jet for the sole purpose of adjusting the carburettor mixture. No other modifications to the carburettor are permitted.

#### **D4.15 Class 15: Rotax Max.**

**D4.15.1** Engine – Rotax FR125 Junior Max and Rotax FR125 Max.

**D4.15.2** The Rotax FR125 Max must be restricted by disabling the exhaust power valve, which must be fixed in the closed position by means of a NatSKA approved locking kit.

**D4.15.3** Any version of the junior or senior engine types may be used.

**D4.15.4** Dry tyres must be those used **currently or previously** in Formula Rotax Junior UK. Wet tyres to be open.

**D4.15.5** Bumpers must conform to NatSKA specifications as defined in Regulation C4.

**D4.15.6** Commercial chassis' must be used.

**D4.15.7** **Drivers must have passed their 14th birthday and have completed at least 4 race meetings in classes 2, 5, 7, 8, 10, 11, 14 or hold a National A MSA karting licence or a fully completed National B MSA karting licence. Before entering this class their NatSKA licence must be returned to the Licensing Director for upgrade.**

**D4.15.8** Subject to the above the class must comply with the provisions of the MSA Kart Race Yearbook for both Formula Rotax Junior UK or Formula Rotax 125 Max, depending upon the engine used. The appropriate regulations are reproduced in Appendix R.

**[Click Here for Appendix F](#)**

**[Click Here for Appendix R](#)**

#### **\*\*\*2005 MSA / NatSKA Regulations\*\*\***

We are now near the start of the 2005 racing calendar and we also have MSA approval for the 2005 NatSKA Handbook and Regulations. Some of these changes were discussed and agreed at the AGM in November, others have been imposed on us through the MSA review. All the changes will apply from the beginning of 2005 racing, so please ensure that your karts are prepared appropriately to avoid disappointment at Camberley.

You can download a leaflet by clicking **[here](#)** which provides more information on these changes and others. You may find it helpful to refer to this to give more details.

1. All karts must now be fitted with a chain guard which fully encloses the chain and sprockets down to at least the level of the bottom of the rear axle. The new regulation is covered in section C7 of the handbook.
2. All kart seats must be fitted with anti breakthrough reinforcement at their upper anchorage points. The new regulation is covered in section C11 of the handbook

3. Race suits which were homologated prior to 1997 are not acceptable. The new regulation is covered in section B11.2 of the handbook. The latest list of CIK homologated race suits can be found by clicking [here](#)
  
4. The MSA have also insisted that the engine regulation for class 15 in Appendix R of the 2005 NatSKA regulations should now refer to the MSA Kart Race Yearbook 2005. There are therefore a couple of detail changes in Appendix R covering spark plugs, situation of the fuel pumps etc.

**Regulation reminder:** Class 14 is a box stock class. The regulations relating to this class are defined by the 2005 NatSKA Handbook and Regulations. There appears to be some confusion that the handbook provided with the Raket 85 engine when supplied by the manufacturer is definitive in terms of allowing a number of engine modifications. This is not the case and no engine modification is allowed by NatSKA.

If you have any queries relating to any of these issues raised, or any other technical enquiries, please contact Paul Booker (NatSKA Technical Director) by emailing [technical@natska.co.uk](mailto:technical@natska.co.uk) or leave a message on the forums.