



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

2023 Class Rules and Regulations: TKM INTER/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. **T2b.** 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 Clerk of the Course'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 2022.**

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 Clerk of the Course 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 2022.**

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 Clerk of the Course. TKM Engine Regulations are as per the **Gold Book 2022** 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 Clerk of the Course 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 2020

Weights– Class	Jnr	Jnr	Jnr	Jnr	Jnr	Senior Extreme	Snr Extreme	Snr Extreme	Snr Extreme
Minimum Driver Weight	37kg	42kg	49kg	59kg	67kg	**	44kg	50kg	60kg
Kart and Driver Minimum	123kg	128kg	135kg	142kg	148kg	132kg	139kg	146kg	152kg
Kart maximum without driver	86kg	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 since 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 Clerk of the Course. They may be excluded from the meeting subject to the Clerk of the Course'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 2020.

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 Clerk of the Course/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 2022. The 2023 Gold book may be used for any additional amendments throughout the current racing year.

Class Formula TKM Inter Contact

T18 Materials. Ceramic ball bearings forbidden.

T19 Steering. Steering column must be mounted in such a way that even if the bottom retaining bolt is removed it cannot pull free from its lower bearing.

T20 Bodywork. It is not permitted to modify the bodywork, except sidepods may incorporate a suitable hole for handheld starter shaft.

T21 Fuel Tank. Must be floor mounted. Overflow catch tank mandatory.

T22 Engine. See also TKM BT82 Engine Fiche for all detailed information.

T23 TKM BT82 Piston Port two stroke 100cc TAG engine fitted with a standard Walbro WB19 carburettor stamped TKM, carb spacer block marked TKM, ignition PVL system marked TKM, TKM exhaust system complete with flex and standard TKM Carburettor induction box complete with original filter. The engine as raced, including induction box and ancillaries, must conform, in all respects with the 2023 TKM BT82 Homologation Fiche with its Extension and Amendments, as clarified and elaborated within these regulations and any official TKM technical bulletins.

T24 The engine and ancillary components such as carburettor, ignition, exhaust, and noise induction box must be raced in standard condition as manufactured and/or supplied by Tal-Ko with no other brand or tuner identity added. Filing, grinding, machining, polishing, surface treating, surface coating, plasma metal spraying and lightening of any component including bearings is expressly forbidden unless specifically authorised in these regulations and/or the official TKM BT82 fiche. This expressly includes any chemical or other treatments intended to smooth the flow of air/fuel within the carburettor.

T25 Addition of materials to any component is not allowed. Black anodising of the head and barrel must remain, subject to fiche requirements. It is permitted to mark engine measurements and engine number on the barrel/head. Where components are found to be in breach of regulations and not capable of being rectified, they may be marked prominently and permanently as such by Tal-Ko. External wear and tear such as accident damage causing fin breakage, or throttle spring rubbing, will be permitted.

T26 While it is accepted that a minimal amount of damage is permitted to the exterior of the induction/noise box system including its trumpets, any damage that affects the course of airflow into the engine is prohibited. This particularly applies to the shape of the inlet trumpets.

T27 New style noise induction box mandatory. Note that for wet use it is permitted and recommended to use a

protective device to prevent water being sucked into the air box inlet trumpets. Design free and may be fitted externally to the airbox using cable ties, tape etc provided no holes are drilled into the air/mixture internal path. May also be fitted to sidepod. May only be fitted when the official conditions set as wet or open.

T28 All parts used in or on this engine must be of original TKM manufacture or source, except where expressly allowed.

T29 The following minor modifications are permitted:

- Drilling of a hole in a head or barrel fin to fit a throttle return spring.
- Modification to, and addition of, a slot in the carburettor swivel assembly and carburettor spacer to allow for ease of throttle cable fitment.
- Drilling holes in component mounting nuts and bolts to allow the fitting of locking devices.
- Extension to the high jet to ease adjustment while driving is permissible, providing the original jet is still used and the extension does not exceed 50mm in length. Extension to the low jet is not permitted.
- Drilling of scrutineer's sealing wire holes, one per component in the fins of the head, barrel, and two crankcase halves. It is also permitted for authorised scrutineers at a race meeting to mark engines with paint.
- Where spring location holes in the TKM exhaust and manifold bend flex spring flanges have become worn through, it is permissible to re-drill additional holes further around the flanges solely for spring retention purposes. It is also permitted to repair broken spring holes and or cracked flanges with a local weld/braze repair.
- TKM manufactured brass main bearing shims may be used to facilitate correct crankshaft end float clearance.
- As an alternative to the standard black carburettor fuel pump diaphragm, it is permitted to use the beige colour fuel pump diaphragm as supplied in the Walbro WB19 repair kits, part nos. D10-WB and K10-WB.
- The small butterfly adjustment screw and spring screw which sets tick over on the carburettor can be fitted either way round. It is beneficial to reverse it when setting up tick over.
- it is permitted to repair broken ignition wires providing original type connectors are used.
- It is permitted to mark the carburettor with personal identification marks like 1, 2 or A, B etc, but this must not interfere with the TKM logo or the model and batch number or have tuner recognition.

T30 It is permitted to paint the TKM manufactured exhaust silencer provided that only black paint is used and that the original TKM logo is still visible. It is expressly prohibited to use any other coating or plating or to use any colour other than black. It is also clarified that on all engine types, while the exhaust may be superficially cleaned and/or painted black on the external surface, it is not permitted to carry out extensive polishing and any accompanied weight reduction.

T31 Single TKM manufactured aluminium anodised carburettor restrictor plate mounted between the carburettor and engine. This is a flat metal plate with a nominal minimum thickness of 3mm and a central parallel round bore of varying sizes and identifying colour according to driver weight through which all the mixture feeding the engine must pass.

T32 Single TKM manufactured steel exhaust restrictor plate mounted between the exhaust manifold flange and the engine. This is a flat metal plate with a nominal minimum thickness of 6mm and a central parallel round bore with large 45-degree chamfer on one side of its restriction hole which all the exhaust gases leaving the engine must pass through. Chamfered restriction hole side of plate to be fitted engine inwards. No blenders of any configuration are allowed. This part must not be modified or polished in any way and must be as made and supplied by Tal-Ko. It must display the genuine TKM logo. Longer M8 exhaust manifold studs as supplied by Tal-Ko are recommend when this restrictor plate is used with its extra exhaust gasket.

T33 Weight/restrictor sizes as follows, in each case the weight is total of driver and kart as raced. Restrictor sizes quoted are maximum diameter permitted:

Carb and Exhaust restrictors must be used as detailed in the table

Inter TKM Class	Carb Restrictor Size/Colour	Exhaust Restrictor Size
Inter 108	18.50mm/Red	16.75mm
Inter 113	19.00mm/Silver	16.75mm

T34 Ignition timing is limited as detailed. When it is set it must be locked so that it cannot be adjusted by the driver with the kart in motion or by any mechanical and or vacuum/electronic device. Full details in engine fiche.

Engine management systems and additional fuel pumps are prohibited.

T35 Connection between the carburettor and throttle pedal to be of one bowden type cable. No other means of throttle actuation permitted.

T36 It is mandatory to use the appropriate TAG HT lead, spark plug cap and approved spark plug (with its original sealing gasket washer in place).

The only spark plugs permitted are:

DENSO – IW27 and IW 31

NGK – B9EG, B10EG, BR9EG, BR10EG, B9EGV, B10EGV, BR9EIX and BR10EIX.

T37 It is permitted to use Helicoil and Timesert type thread replacements to repair all stripped threads on engine fixings on the crankcase and cylinder barrel. On the spark plug thread only a Helicoil type thread repair is permitted. Any other type of repair or insert is prohibited. Such repairs must not be used to derive any benefit other than rectification of damage. In the case of the spark plug thread, no length of the original thread and only one continuous coil to be used per repaired thread. In all cases the size of the repaired threads must remain as portion of the Helicoil may protrude outside of the normal thread area. The coil must be inserted to the full-length standard. On the carburettor, it is permitted to repair the non-metric threads with M3 or M4 threads providing they do not perform any other function.

T38 All gaskets used in or on the engine must be of original TKM supply and must be fitted in accordance with the engine fiche. Only one gasket is permitted on any engine part with the exception of the barrel to crankcase mating face where it is permitted to use up to a total of any three of the standard 3 alternative thickness TKM supplied gaskets. Use of gasket sealer/grease is permitted.

T39 It is permitted to fit additional silencing where required by Motorsport UK or local club regulations, provided that the original complete TKM equipment is still used in unmodified form.

T40 Use of an exhaust end can is mandatory and must be that provided by Tal-Ko and marked with the TKM logo. It must be fitted with the three large exhaust exit holes 180 degrees opposite to the main exhaust tailpipe exit.

T41 As part of TKM's commitment to noise reduction, it is mandatory to use effective heatproof webbing or similar sleeve material wrapped around the exhaust flex to help reduce noise. Make is free.

T42 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. Where fins have 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.

T43 The use of one or more TKM manufactured with TKM logo special steel cylinder head retaining nuts with hole for sealing wire is permitted, even if sealing is not required. Use of such nuts may be mandatory at championship meetings as specified in their regulations.

T44 Piston rings must at all times remain free to operate in the manner in which they were designed and supplied. 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 squarely 5-10mm down from the top of the cylinder bore. Only the standard unmodified earless type piston circlips as supplied by Tal-Ko must be used. The TKM Inter 100cc engine may use one or two piston rings. The bottom piston ring for the engine can be removed for racing if required.

T45 It is permitted to use the optional TKM manufactured with TKM logo flex ring to help increase the life of the exhaust flex.

T46 The TAG on-board starter system engine and associated equipment must be used as supplied by Tal-Ko and detailed in the official TKM BT82 engine fiche. It is clarified that when using a TAG specification engine, it is mandatory to always have the full system in place as applicable and connected to enable the starter to be used to start the engine. An external hand-held starter may be used to start the engine in case of any problem, but at any time before or after a race the driver may be required to demonstrate that the starter system with its on-board battery is fully fitted and functioning.

Exceptionally at a race meeting if a fault occurs which means the starter cannot be used, with agreement of a scrutineer the engine may be started externally providing that all the components of the starter, battery etc are in place. No test will then be required.

T47 When measuring and checking for the maximum permitted piston bore size in the cylinder barrel, the bore may be measured at any position within its full length where the circumference is continuous – i.e., not where there are port openings or con rod clearance cut outs. If the maximum permitted bore size is exceeded at any point, then the cylinder barrel is illegal.

T48 The cylinder piston bore must be nominally perpendicular to the cylinder base and central to the cylinder liner. Out of centre and/or angled cylinder piston bores are not permitted.

T49 For the avoidance of doubt, where dimensions and tolerances are stated in the official TKM BT82 engine fiche these are for information only and it is stressed that unless specifically stated as permissible, it is NOT permitted to alter any component to the fiche dimensions

Transmission. Engine sprocket to be 10, or 11 tooth.

T50 The only permissible clutch assembly complete is the ‘V’ clutch as supplied by Tal-Ko with no modification and the TKM logo stamped on all of the three clutch shoe outer faces. It is not permissible to reline the clutch shoes or add substances to either the shoes or drum.

T51 **Wheels.** Wheels are free but must not be made of plastic type material. Wheels must be of one moulding/casting. The use of wheels which have been cut and joined to increase or reduce width is expressly prohibited. Front wheels may have a separate detachable hub. It is permitted to use wheel balance weights affixed to the wheels. Front wheel bearings must be of metal type. Ceramic not permitted.

T52 **Tyres.** The only tyres permitted are Maxxis with TKM logo marked on their sidewalls. They must not be modified in any way including hand or machine cutting.

Tyre sizes/types as follows:

Maxxis TKM ROOKIE Dry – Front 10x4.00-5, Rear 11x5.00-5
Maxxis TKM BLUE LABEL Wet – Front 10x4.00-5, Rear 11x5.00-5

All tyres Dry and Wet must be as supplied by TAL-KO and have the official TKM logo marked on them.

T53 Heating of tyres by any artificial method, or their treatment by any chemical substance, is prohibited.

T54 **Weight.** (on completion of any part of the event). Driver weights.

Inter TKM 108: min 108kg with driver. Minimum driver weight 31kg.

Inter TKM 113: min 113kg with driver. Minimum driver weight 32.5kg.

T55 **Number Plates.** Yellow with black numbers.

T56 **General.**

· Only the TKM BT82 name may be used under the heading “engine” in event programmes. No other names permitted.

· As class owners Tal-Ko reserve the right to have an engine complete with carburettor, noise box, exhaust system, etc. sealed by an Motorsport UK scrutineer for the purposes of checking that it conforms to the BT82 engine fiche and TKM rules and if required power testing on the

manufacturer's approved dynamometer. The competitor and a Motorsport UK scrutineer will be invited to be present for such strip down and any required testing, which is carried out at the risk of the competitor.

- Tal-Ko have the right to clearly and permanently mark any component which is found to be in breach of regulations and not able to be rectified.

- In the event of any dispute the regulations and fiche with updates as published within the official Formula TKM Regulations and TKM BT82 engine fiche together with any appropriate Technical Bulletins will be taken as the definitive documents. It is the responsibility of each and every competitor to obtain these regulations and fully implement them. Ignorance of any rule will not be a defence.

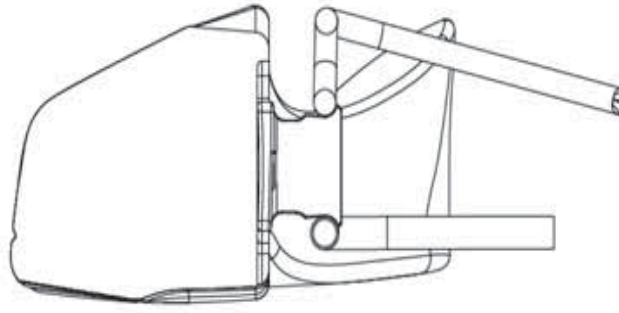
- Tal-Ko reserves the right to refuse to serve any trader found to be carrying out modifications not permitted in the class regulations.

- Formation laps for a rolling start must be maintained at a steady pace, neither too fast nor excessively slow. For the avoidance of doubt that speed relates to engine running between 5000 and 6000rpm once karts are starting to form into grid.

- The eligibility specialist to the TKM class is Paul Klaassen. In addition, Ernie Salmon is also added as a TKM eligibility specialist scrutineer.

A copy of the Formula TKM Regulations and Technical Guide 2023 including the official TKM BT82 engine homologation fiche is available free from Tal-Ko Racing at www.tal-ko.com.

Correct position



Unacceptable position – if any part of the front bumper tubes is in an area marked 'A'
03/01/2023

