



REGULATIONS FOR KART RACING IN THAILAND
FOR
KART NATIONAL CHAMPIONSHIP OF THAILAND 2008

KART ASSOCIATION (THAILAND)

www.kartthai.com

KART NATIONAL CHAMPIONSHIP OF THAILAND 2008

EVENT KART NATIONAL CHAMPIONSHIP OF THAILAND 2008
LEVEL NATIONAL CHAMPIONSHIP
APPROVED BY THE ROYAL AUTOMOBILE ASSOCIATION OF THAILAND (RAAT)

RACE CALENDAR FOR 2008

ROUND	DATE	PLACE
1	17 FEBRUARY	BIRA PATTAYA
2	6 APRIL	BIRA PATTAYA
3	6 JULY	SATORN RACING KORAJ
4	17 AUGUST	S.C.MOTORSPORT SARABURI
5	21 SEPTEMBER	S.C.MOTORSPORT SARABURI
6	5 OCTOBER	S.C.MOTORSPORT SARABURI

*NOTE: Schedule is to be changed due to situation.

CHAMPIONS OF THAILAND CLASSES

KF 2 AND TAG JUNIOR

ENGINE All engines using in the race must be engines specified in KAT specification. New brand/New models are not allowed to race in KAT within 2 years from 2008-2010. From 2010 new brand/new models will be allowed to race in KAT. But the engine must be approved by KAT before racing.

CLASS STRUCTURE

1. KF 2

2 Stroke Engine 125 c.c. Reed Valve Carburetor 24 mm

Water Cooled Engine Weight including Driver 165 kg.

Age from 14 -29 years and 30 years old onward

Technical rules follow the CIK for ICA Class

Airbox not over 23 mm.

Diaflame Carburetor 2 JETS 24 mm. according to CIK homologate, RPM not over 15,000

2. TAG PRO (TOUCH AND GO)

Engine and weight for this class as follow:

VORTEX ROK 125	Weight including Driver	156 kg.
ROTAX MAX FR 125	Weight including Driver	165 kg.
PARILLA LEOPARD	Weight including Driver	165 kg.
COMER 125	Weight including Driver	169 kg.
SONIK TX 125	Weight including Driver	178 kg.
ITAL SYSTEM ML 47 H (ANALOG)	Weight including Driver	170 kg.
PARILLA X30	Weight including Driver	167 kg.
SUPER ROK	Weight including Driver	174 kg.

All engines are to be used just the way the manufacturer submitted them for approval with no exceptions. (All engine specification can be downloaded from www.tagracing.net)

Age from 16 years onward

3. TAG MASTER

TAG MASTER: Engine and weight the same as TAG PRO. Driver must be over 35 years of age and not have raced in INTERCONT A over last 3 year.

Lady drivers in TAG MASTER or TAG PRO use the same weight (no handicap).

4. CLUBMAN

2 Stroke Engine 125 c.c. Tillotson HL Carburetor 334A or 334AB Venturi 23 mm as supplied by manufacturer (IAME KOMET and PARILLA LEOPARD). Clutch or direct drive, water cooled engine and electric start. Exhaust system must be the same shape of original from IAME. Modifications are prohibited.

Weight including Driver 165 kg.

Driver must be over 30 years of age.

5. YAMAHA CHALLENGE / YAMAHA SL

2 Stroke Engine 100 c.c. Air Cooled Yamaha Piston Port (KT100 SD, SC, SEC). All modifications are strictly prohibited. Spare parts must be standard of its model. Any other parts from other model are prohibited

Age from 10 years onward

Weight including Driver 130 kg.

6. TAG JUNIOR

All engines used in TAG PRO JUNIOR must be original specification from manufacturer as submitted to organizer and within regulations of TAG USA. Any modifications are strictly prohibited.

Engine and weight that can be used in this class for 2007:

- JUNIOR ROK Weight including Driver 142 kg. DELLORTO CARB VHSB 34
- JUNIOR MAX Weight including Driver 145 kg. DELLORTO CARB VHSB 30
- JUNIOR X 30 Weight including Driver 150 kg.

TILLOTSO HL CARB 334A

OR 334AB VENTURI 23 M.M.

INTAKE RESTRICTOR 15 M.M. IAME PART# BP-25817

HEADER WITH A MAX OPENING OF 25 M.M. PART# A-125366

- JUNIOR SONIX TX 125 J Weight including Driver 152 kg.

RPM not over 15000, Front gear must be 11 only.

Age between 11 to 16 years

7. SUPER CADET

2 Stroke Engine YAMAHA KT 100 SEJ 100 c.c. with Clutch. Any modifications are strictly prohibited.

Age between 8 to 12 years

Weight including Driver 105 kg.

NOTE: All engine, importers must submit engine's specification to the Kart Association no later than 4 weeks before Round 1.

ENTRY FEE

1. KF 2

2,600.-Baht + 600 Bath / Round

2. TAG PRO	2,600.-Baht + 600 Bath/ Round
3. TAG MASTER	2,600.-Baht + 600 Bath/ Round
4. CLUBMAN	2,600.-Baht + 600 Bath/ Round
5. YAMAHA CHALLENGE/YAMAHA BIREL SL	2,000.-Baht+ 600 Bath / Round
6. TAG JUNIOR	2,200.-Baht + 600 Bath/ Round
7. SUPER CADET	1,800.-Baht + 600 Bath/ Round

Additional 600 Bath is for **Nippon Denso Iridium Spark Plug** that every kart must use in our series.

KAT will allow katrer to use only **Nippon Denso Iridium Spark Plug** from 2008-2011.

TROPHY

All classes will receive 5 trophies.

CHAMPIONSHIP OF THE YEAR

Any driver who scored highest from 5 rounds out of 6 rounds will be the champion of that class and will receive champion's trophy. 1st Runner up will also receive a trophy. Score will count best 5 out of 6 races.

A driver who has highest score and has a potential to be **champion of the year, 1st runner up and 2nd runner up** MUST race on the last round. Otherwise that driver will not receive a champion's trophy.

PRIZE

PRIZE FOR EACH ROUND (THAI BAHT)	KF 2	TAG PRO	CLUBMAN	TAG MASTER
	1 st	1 Set of Tire	1 Set of Tire	1 Set of Tire
2 nd	2,500	2,500	2,500	2,500
3 rd	2,000	2,000	2,000	1,500

CONDITION

1. Prize money will be issue if a minimum of 7 karts are entered in each class. All prizes will be deducted 5% for income tax.
2. Trophy will be presented according to number of entrance, 3 to 1 basis, but maximum of 5 trophies.

3. All karts must put on the provided sponsor sticker on the front nose of the kart.
4. A driver who is to receive a trophy / prize money can not be substituted by another driver.
Otherwise prize money will not be handed out.

NOTE: Please click to www.kartthai.com for special offers from kart importers for choosing kart and class to race in 2008.

KART ASSOCIATION MEMBERSHIP

1. Applicants must submit their application form to the Kart Association of Thailand (KAT).
2. When the application form is submitted, one must pay the annual fee of 1,200.-Baht together with 1 x passport size photo.
3. Any member who show unpleasant behavior or break the Kart Association rules may be advised / or temporarily terminated as a member / or asked to resign / or have membership withdrawn. Disqualification or severance must be conducted in a meeting by the committee which has a precise agenda and majority vote.
4. Membership expires when a member
 - a. Dies
 - b. Resigns
 - c. Committee vote to terminate the member, as in the rules.

ELIGIBLE COMPETITORS / ENTRIES

1. Anybody wishing to take part in the Thailand kart Championship for 2007 must be member of Kart Association of Thailand
2. The competitors must be the RAAT kart license holders. The license must be attached with the official entry form. License will be given back after the race is completed.

NOTE: Please remember that anything which is not expressly allowed is forbidden

PART A

SPORTING REGULATION

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S.1 JOINING THE COMPETITION

- 1.1 All entrants have to understand these rules and regulations including RAAT's rules and regulations. It's expected that all participants will adhere to these rules and regulations.
- 1.2 Rules and regulations are base on the Thai language rules and regulations
- 1.3 These Rules and regulations will not go against the NCR of the RAAT
- 1.4 Unforeseen events which is not stated in these regulations or any exception shall be under the Race Director's decision

S.2 ELIGIBILITY OF DRIVERS

All drivers must have a valid RAAT's Competition License. Licenses must not expire on the racing day. All the documents and application forms must be submitted to the Marshal to check in prior before Drivers briefing (where rules on regulations of each circuit will be briefed).

S.3 SPECIFICATION OF KART

Chassis tubing's diameter must not be over 32 millimeter and must be round shape.

Rear axle's diameter must not be over 50 millimeter

Front brake is not permitted **for all classes**.

The committee will not allow out of spec karts to compete in the race.

S.4 RACE SCHEDULE

The committee will publish a race schedule for each circuit 3 weeks before the race (if rescheduled),

S.5 RACE FORMAT

- 5.1 Practice and scrutineer 1 day before the race day
- 5.2 Number of race laps depends on each circuit format
- 5.3 According to the schedule, drivers can practice on the track a day before the race day.

S.6 POINTS SYSTEM

- 6.1 Accumulate Points

Position	1	2	3	4	5	6	7	8	9	10
Round1	15	12	10	8	6	5	4	3	2	1

Round 2	18	15	13	11	9	8	7	6	5	4
Round 3	21	18	16	14	12	11	10	9	8	7
Round 4	24	21	19	17	15	14	13	12	11	10
Round 5	27	24	22	20	18	17	16	15	14	13
Round 6	30	27	25	23	21	20	19	18	17	16

At the end of the season, if there is a tie, a break criteria is needed.

- Compare the position of events. The competitor who won more events will be placed ahead of the other tied competitor
- If the tied break is not broken: compare the position of the rest of the events, the competitor who finished the better position than the other will be placed to be the winner
- If the tied break is still not broken: The position of the last event is used as a decision to place the competitor to be the winner.

6.2 Any driver who is disqualified for any reason or misbehave will lose race points for that event.

6.3 Only licensed drivers who hold RAAT licenses may accumulate points. Point will be accumulated from the day the license is issued.

S.7 NUMBER OF ENTRIES IN THE RACE

Each class needs to have minimum 1 kart approved by a scrutineering official

S.8 NUMBER PLATE

8.1 Each kart must display its racing number, registered with the committee from the first race.

8.2 The racing number classified by classes as follows:

<u>CLASS</u>	<u>NO.</u>	<u>COLOUR</u>	<u>BACKGROUND</u>
KF 2 (14- 29 YEARS OLD)	1-49	WHITE	RED
KF 2 (30 YEARS OLD ONWARD)	50-99	WHITE	RED
CLUBMAN	100-199	BLACK	YELLOW
TAG JUNIOR	200-299	BLACK	YELLOW
TAG PRO	300-399	BLACK	YELLOW
TAG MASTER	400-499	BLACK	YELLOW
YAMAHA CHALLENGE/ BIREL SL	500-599	BLACK	YELLOW
SUPER CADET	600-699	BLACK	YELLOW

NOTE: Karts without number plates will not be permitted to practice and race on the track.

- 8.3 It is mandatory that each kart display its racing number on all four sides (left, right, front and back side).
- 8.4 New drivers who has never raced in a club or national race must start at the back of the field for 3 consecutive circuits, where he/she have to finish the final heat in all 3 circuits. Though the driver has to start from the back of the field he still has the right to qualify with other drivers. Then the driver can start off on his qualifying position on the 4th circuit.
- 8.5 From 8.4 a driver who has raced in club race events and completed the final, can bring the result of those races to the race director. The race director will decide the position according to the races.

S.9 SCRUTINEERING

- Penalties are from Docked three positions to DNF or Default the race result
- A scrutineering is done in the morning of the race day or the day before the race day and is the preliminary scrutineering for safety reasons and registration of the kart. The preliminary scrutineering is only a permission to participate in the race. If the scrutineer officials find that the competitor break the rules and regulations either during the race or after the race, the driver is subject to penalty immediately. The preliminary scrutineering is not a reference for this. If there are any extra regulations for that particular circuit these will be in a written note from the committee before the race starts.

9.1 Driver & Kart

- 1 driver is allowed 1 kart
 - 1 mechanic allowed in Parc Ferme
 - 2 engines are allowed
 - 1 set of slick tire (2 front tires, 2 back tires) marked by scrutineer officials
 - 1 set of wet tire (2 front tires, 2 back tires) marked by scrutineer officials
 - Number of tires can be adjusted. The organizer will inform to drivers 1 hour before qualifying.
- 9.2 The main engine and spare engine need to be sealed by scrutineer officials. The seal have to be original and well maintain.
- 9.3 Tires are available from the official supplier. There must not be a privilege to any person. It is essential to have tires marked by scrutineer officials.
- 9.4 In case of tire damage during the race, the driver need to change tire. The driver must;
- get the race director's permission
 - take a spare tire to get marked by scrutineer officials, at the same time bring the damage tire to show to scrutineer officials
- 9.5 The driver is responsible to prepare the right weight as announced for his/her class.
- 9.6 The driver must prepare documents, tires, helmet and kart to be scrutineered in the given time in the program.
- 9.7 Only approved vehicle and equipment are permitted to qualify and participate in the race. If a driver uses equipment that is not approved to race, he/she is subjected to leaving the race.
- 9.8 Any changes to parts of the kart which relates to safety, requires the driver to bring the kart for scrutineering again.
- 9.9 After qualifying and finishing each heat every kart must go directly to the weight station to weigh the kart at the present condition.
- 9.10 Engine and parts must conform exactly to the rules and regulations standard.
- 9.11 Neck Brace is required worn at all times while driving and for inspection.
- 9.12 After final heat kart position 1-3 is to be scrutineer by the scrutineer official, to inspect engine capacity, size of carburetor, seal, cylinder head, ignition, tires, exhaust, and frame. Reports will be presented to the race director and the committee.
- 9.13 Kart position 4-5 will be placed in Parc Ferme to be scrutineering after completing inspecting of 1-3.

An unapproved kart is subject to loss of points and awards in that race. The next approved runner up kart will replace the position.

9.14 While Karts are in Parc Ferme to be scrutinized, drivers and mechanics are not allowed to enter the area without permission. If any member disobeys this rule the driver will be sanctioned, by docking five positions.

9.15 Karts that have not completed the heat for whatever reason must also be scrutineered by scrutineering officials.

S.10 SPECIFICATION OF APPROVED KART

10.1 Karts technical standard to be approved by scrutineer official only.

10.2 Kart's nosepiece and side boxes must display racing number. The nosecone is to display sponsors sticker only.

10.3 Scrutineer officials have the right to inspect driver's kart and equipment at any time.

10.4 Scrutineer official have the right to switch driver's ignition unit at any time.

10.5 Data logging is allowed, but Telemetry is prohibited.

S.11 WEIGHT

Weight elements used for weighting must not be pointed or rough metal and attached to the kart only at 3 positions; seat, frame or front tray. 8 mm bolts are allowed for at least 1 position, 6 mm bolts is allowed for least 2 positions in order to attach firmly to those said positions. Other position or equipments apart from these, i.e. wire, rope or tape are considered unsafe and will not be permitted in a race. Weighting is not to be on the driver.

S.12 DRIVER'S PROTECTIVE EQUIPMENT

12.1 Helmet must be full face helmet, must be certified to SNELL 2005, other standard is to the committee's opinion.

12.2 Race Suits shall be constructed of heavy duty wear resistant material, CIK standard, fire resistant. Racing suit must be of sufficient length to cover entire leg, ankle and wrist when in seated position. Blood group of the driver must be shown on the racing suit.

- 12.3 Gloves must be manufactured of heavy duty wear resistant material, must cover fingers and be of sufficient length to cover up to driver's wrist
- 12.4 Footwear High-top shoes manufactured of heavy duty wear resistant material.
- 12.5 The above equipments require scrutineering. If the scrutineer officials find that they are not safe enough, the driver may not be allowed to participate in the race.
- 12.6 Neck Brace is a must for the driver when on track activities. Loss of neck brace will cause the driver to be taken out of the race.

S.13 QUALIFYING

Penalties are from Docked three positions to Default the qualifying time

- 13.1 Transponder is to be used in qualifying. In any case where the transponder is damaged, the driver is responsible and must return a new one to the organizer. Before the qualifying period, all karts will have to pre-grid 10 minutes prior to qualifying.
- 13.2 Once the race kart has entered the track, the kart is not allowed to leave the track to have any work done in the pit. Crews and mechanics are not permitted to conduct any work on the track. The only reason to leave the track is ending the qualifying to weigh the kart. In any case of disobedience the kart is subject to default the qualifying time.
- 13.3 In case 2 race karts have the same best time, the second best time is to determine the position.
- 13.4 If there is a problem with the transponder/timing system when the qualifying group is finished, the committee will use another method that is appropriate and fair. New tires are allowed for that racing kart. The result will be grouped to determine the position in the first heat.
- 13.5 Late arrivers will start at the rear of the slowest race kart.

S.14 RACE STARTS

Penalties are from plus two to five positions

- 14.1 Parc Ferme will close 5 minutes before the race starts. Karts that do not enter Parc Ferme in time are not allowed to race in that heat.
- 14.2 First heat's positions are determined from best qualifying time.
- 14.3 Pre-Final's positions will be determined from result of first heat or second heat. The first position will be given 1 point, second position 2 points and so on.
- 14.4 Starting procedure from Warm up lap with 3 minutes, 1 minute and 30 seconds signs.

- 14.4.1 3 minutes sign No person allowed on the grid apart from driver, officials and one mechanic to one kart.
- 14.4.2 1 minutes sign No one allowed on the grid only driver and marshal.
- 14.4.3 30 seconds sign Engines start, but still in the position.
- 14.5 After 30 seconds official will wave green flag for 2 warm up laps
- First warm up lap, drivers must hold their grid position
 - Second warm up lap, drivers enter formation lap overtaking or improving position is prohibited. A driver failing to start after the green flag has been given may join the race at the rear of the field.
 - Pole position or first runner position must not drive too fast. If so the official will give a sign to slow down. If the pole position or first runner position still drive faster than the limit, the heat may be stopped and the pole or first runner be made to start at the rear of the field.
- 14.6 If a driver fails to make the start to run in the warm up lap, the driver is allowed to make the start when all competitors already have passed. The driver is allowed to join Formation lap at the rear of the field, not in the qualifying position.
- Failure to start after the signal has been given requires the kart to be moved off the track for safety.
- 14.7 Overtaking, accelerating or improving position are not allowed before the yellow line positioned 20 meters before the starting line. Drivers who disobey are subject to penalty, plus 15 seconds.
- 14.8 If all competitors finish formation lap in line with appropriate speed, it is official's decision to give the start signal.
- 14.9 Refueling or spraying chain lubricant at the starting grid is prohibited. If this is done, the kart is subject to plus 5 positions after completing the race.
- 14.10 Rolling start is the method used in the race.
- 14.11 Two rows are applied; pole position kart will be inside the curve line. The first runner up is beside the pole position.
- 14.12 The race will start from Formation, Rolling Start, Flag signal to start race. During the race, crews and mechanics are not allowed to conduct any work or assist the driver at any time, other than to move away the kart from blocking the circuit. Some classes may have exceptions.
- 14.13 If a driver fails to make a start, the next position is allowed to take the place and make a pass.
- 14.14 Starting line and the finishing line is the same line. Pre starting is a yellow line 20 meters before the Starting line.
- 14.15 The first runner up's kart or part of the kart is not to overtake the pole position's kart.
- 14.16 If JUMP START the official will inform the competitors. This kart is plus 3 positions.

- 14.17 Once the flag has been given, any kart that slows down due to the technical problem, can be passed, without JUMP START.
- 14.18 Overtaking is allowed only for the same row. On the front row, first runner up overtaking pole position is prohibited. This is considered JUMPSTART.
- 14.19 When the signal is given for Rolling, it is assumed that the kart and driver are ready for the competition. If a kart has technical problem, the driver must raise the hand and move his kart to the pit to receive mechanical assistance. If it takes a short period of time to work on the problem, the official may allow the kart to rejoin the race at the rear of the field, but not in the qualifying position.
- 14.20 The starting signal will be given when the official sees that all competitors are in line.
- 14.21 Pole position and first runner up's speed at the front row control the rolling line. If the competition can not start because the front row runs too fast, they may be penalized by having to join from the back of the grid. Therefore the front row must lead as slow as possible.
- 14.22 A kart that touches/crashes the pylon during rolling start is subject to plus 3 positions.
- 14.23 Restart, in case of unpredictable weather or any incident or accident occurring that causes a race to be halted, shall be restarted as follows:
1. If a race formation has completed less than two laps; restart at the same position and distance designated before starting the race.
 2. If a race formation has completed more than two laps, but less than 75 %; restart from the position that one crossed the finish line before the incident and accumulate laps completed for remaining laps. If restart can not take place due to the incident, accumulate point to final is considered half of normal system.
 3. If a race formation has completed more than 75%; consider the race finished. No restart and accumulate point as normal system.

S.15 DRIVING CONDUCT

Penalties are from plus two positions, DNF, OUT OF THE RACE and FORBIDDEN TO RACE FOR ONE YEAR

- 15.1 When a kart is having a technical problem the driver is to slow down and driver raise his hand immediately.

- 15.2 Basic rule is no touching and no contact on the track. Due to the high speed a contact may occur, this type of contact must not be often and must be considered inadvertent contact. If such a contact should happen, good competitors must have the sporting manner to forgive and to apologize to one another.
- 15.3 In general a competitor will do his best to win. If a competitor intends to slow down to allow other karts to pass or block other competitors to slow them down, this is considered abnormal driving and the officials have the right to penalize the driver.
- 15.4 In case a kart has technical problems and is unable to compete for the race, the driver must allow others to pass and move over by giving a hand signal to the right or left hand side.
- 15.5 During the race the only way to proceed to the pit, is to drive through it.
- 15.6 If a kart spins or stops on the track the driver must remain still in the sitting position, raise his/her hand over the head, wait until others pass, then move the kart off the track or make a start to continue the race. In the case where a kart spins off the track, the driver must make sure that others can pass and when it is safe move the kart back on track for re-entry.
- 15.7 In SUPER CADET and YAMAHA class, if a kart spins or stops on the track, the officials are allowed to assist the kart to re-enter or in case a kart is not able to perform the race assistance from the officials are allowed.
- 15.8 Karting is an individual sport. A leading kart is not allowed to assist a trailing kart in the team to overtake. Team cooperating is prohibited in kart racing.
- 15.9 Blocking are blatant efforts by a leading driver to avoid being overtaken by a chasing driver. Blocking actions observed by officials will be subject to penalties (docked 3 positions).
- 15.10 Obstructing are tactics by a leading driver to slow down the speed in order to control the speed of the trailing driver.
- 15.11 During the race rough drivers who violate the rules or race without a sporting spirit will receive a black and white flag and his/her kart number shown from officials as a warning. Or he/she may be given a Black flag and his/her kart number, to leave the race.
- 15.12 During Qualifying, Racing and Rolling start all crews and mechanics are prohibited to assist the driver, except for safety reason. Drivers receiving outside assistance will be subject to defaulting the qualifying times or result of that heat. Other drivers assisting a competitor will receive a penalty.

- 15.13 During the race only officials are allowed on the track.
- 15.14 Teams are responsible for the conduct of their crew at all time.
- 15.15 Practice or test drive is allowed only in the designated times.
- 15.16 Drug and alcohol are prohibited for drivers, crews and mechanics during the race and the day before the race. Disobedience will result in penalty.
- 15.17 Driver, crew and mechanics must put on proper race suit and protective equipment during practice and test drive.
- 15.18 It is the team's responsibility to update and check displayed information from the display board.
- 15.19 Smoking and drinking alcohol in the pit is subject to fine of 3,000 bath.
- 15.20 An attempt to violate rules is subject to fine of 5,000 bath.

S.16 OVERTAKING

Penalties are from plus three positions, DNF to OUT OF THE RACE

- 16.1 A chasing driver attempting to overtake the leading driver must not touch, push or bump the leading driver in any way.
- 16.2 A leading kart must not touch, push or bump the trailing kart in any way.
- 16.3 A leading kart can change line to one direction only. A trailing kart can overtake the leading kart in both left and right direction.
- 16.4 In case of 2 karts racing in to the curve side by side, both drivers have to keep their racing line. Swaying to knock the other kart or changing line to bump the other kart is subject to docking 5 positions or receive a black flag if violation is repeated after getting a warning.
- 16.5 A trailing kart is considered to have overtaken the leading karts inside line when his front tire is at the same line as the leading kart's engine. The leading kart should let the trailing kart pass in order to avoid contact or bump.
- 16.6 In case of emergency or serious accident a red flag is given indicating that the race is stopped. The driver is to slow down and be prepared to stop where directed by officials.
- 16.7 A red flag is waved to stop the race due to an emergency or obstruction that may cause injury or danger.
- 16.8 When there is a problem on the track the officials may give a full track yellow flag. This means the driver is to proceed with caution and slow down. No passing when the yellow flag is waving. Lap

runs as normal race lap. If it is an incident that causes the race to stop, lap stops running. Restart will count based on the remaining laps. Rolling Start is not taken into account.

- 16.9 A driver that is overtaken by the fastest, lapping kart will receive a blue flag. The driver being lapped is to slow down and make room for the faster kart(s) and point to the safest side for the pass.

S.17 PENALTIES

- 17.1 To violate technical regulations, the penalty is to default the race result. If the same kart driver still violates the technical rules and regulations, though he does so on different courses or different classes or any other racing program that is certified by the RAAT, he/she will not receive any annual accumulated points.

- 17.2 All parts and equipment are supposed to be fixed on firmly; if there is any part and equipment falling off from its position, the kart will have to leave the track except in the final heat.

- 17.3 Penalties to ejection from the premise are if a driver conducts any of the following;

- serious violation of rules and regulations
- malicious intent towards another driver
- perform or drive in a way that creates an obvious and serious risk to others
- use drug or alcohol during the race
- bad manners or rude to officials
- create fighting and disputing
- repeat violations
- Violator may be forbidden to join the races by the RAAT committee

17.4 PENALTIES

- Plus 5 positions to DNF Intent to knock or bump others
- Plus 5 positions to DNF non conforming the rules
- Plus 10 positions to DNF or ejection from the premise fighting
- Plus 2 positions cause an accident but no injury
- Plus 2 positions to DNF cause an accident with injury
- Plus 10 positions to DNF blocking, cooperate in team
- Plus 3 positions to DNF non conforming or disregard the flags

- DNF

abusing or rude to officials

17.5 A driver who is disobedient and rude or conduct an act of non-sporting manner, may have his result defaulted in this race and the next race.

S.18 PROTEST

All protest must be in writing according to National Race Rules and Regulations and submitted to the Race committee through the Race Director together with the protest fee.

18.1 Only a driver or team manager has the right to protest. Protestor must be in the same class and the same race, others than this has no right to protest.

18.2 To protest official's timing, the Race committee will determine the protest. Committee's conclusion is final.

18.3 Drivers can protest any part of the event but it need to be done 15 minuets before the race.

18.4 Protest involving drivers' conduct and specifications is to be submitted 30 minutes after finishing the race.

18.5 Protest involving position is to be submitted 30 minutes after posting of the results with 3,000 bath protest fee. If the committee has not changed the protest result the protest fee will not be returned. If the committee agrees to change the position the protest fee is refunded.

S.19 APPEALS

Driver appeals to The National Race Board regarding race officials, is to submit a letter to the National Race Board within 15 days after the incident. The National Race Board will make a final decision with justice and advice the result afterwards. The decision of the Nation Race board (RAAT) is final.

S.20 LOSS OF POINTS

20.1 Loss of points in each heat is sequenced by positions. Pole position loses 0 point the next runner up lose points equal to position in that heat.

20.2 The race may have 1 or 2 heats up to official's discretion, but informed before the race, Pre Final 1 heat, Final 1 heat.

Starting positions in the first heat are based on place from qualifying time.

Pre-Final starting positions are placed from total points lost in the first heat.

Final heat starting positions are place from result of Pre- Final heat.

20.3 In case of the loss of points in the first heat and second heat is equal. Pre-Final starting position is to use second heat position.

20.4 Karts that drive past the finishing line by engine power will be eligible to get the race result.

20.5 In each class drivers will accumulate points for the first 15 positions. Accumulated points system ends at the Final Race.

20.6 Class TAG JUNIOR, TAG MASTER, CLUBMAN, YAMAHA CHALLENGE/YAMAHA SL, SUPER CADET weight load has to be adjusted subject to the finishing position. This differs from normal class regulation.

1st Position add on 3 kgs

2nd Position add on 2 kgs

3rd Position add on 1 kg

4th Position reduce 1 kg

5th Position reduce 2 kgs

6th Position reduce 3 kgs

Weight load applied to a winner kart shall not exceed 6 kgs.

PART B

TECHNICAL REGULATION

กติกาเทคนิค

หมายเหตุ:

กติกาการแข่งขันรถคาร์ทนี้เป็นกติกาของ ชมรมกีฬารถคาร์ทแห่งประเทศไทย ซึ่งได้รับการรับรองจาก ร.ย.ส.ท. ในการแข่งขันของแต่ละผู้จัดอาจมีข้อแตกต่างจาก NCR ของ ร.ย.ส.ท. ผู้นำนักของการแข่งขันแต่ละรุ่น ให้ดูรายละเอียดในรายการแข่งขันรถคาร์ทชิงแชมป์ประเทศไทย 2551

TECHNICAL REGULATIONS

Penalties are:

- To leave the race.
- Loss of the race result of that heat and the previous heat.
- Loss of points in that event if the penalty is on final heat.
- To lose the total accumulated points of that year if the same driver repeats a violation even if it is in a different event.

Any regulation that is not stated in this official regulation is not to be applied.

RACING CLASSES

1. KF 2

2 stroke engine 125 cc. Reed valve Carburetor 24 mm.

Water cooling system	Total weight	165 kg
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Drivers must be 14 years old and up from 1st January 2008.

Chassis must be homologated from CIK.

Technical Regulation is based on CIK.

Airbox is not over 24 mm.

KF2 must use Diaphragm Carbulator CIK homologate only. RPM is not over 15000.

2. TAG PRO (TOUCH AND GO) Approved engines are

VORTEX ROK 125	Total weight	156 kg.
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ROTAX MAX FR 125	Total weight	165 kg.
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PARILLA LEOPARD	Total weight	165 kg.
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COMER 125	Total weight	169 kg.
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SONIK TX 125	Total weight	178 kg.
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ITALSYSTEM ML 47H (analog)	Total weight	170 kg.
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PARILLA X30	Total weight	167 kg.
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SUPER ROK	Total weight	174 kg.
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Engines for TAG PRO must be standard engines from manufacturers. TAG PRO technical regulations follow TAG PRO USA. Please refer to www.tagracing.net for updated information.

Drivers must be 16 year old and up from 1st January 2008.

3. TAG MASTER

Engines and weight in TAG MASTER is the same as TAG PRO.

Driver must be over 35 year old from 1st January 2008.

Driver must not have participated in INTERCON A during past 3 years.

4. CLUB MAN 125

2 stroke engine 125 cc. Reed valve Carburetor 23 mm.

Standard engine from the manufacture (IAME, KOMET, PARILLA LEOPARD)

Water cooling system with clutch and Electric start.

Total weight is 165 kg.

Drivers must be 30 years old and up.

5. YAMAHA CHALLENGE / YAMAHA SL

2 stroke engine 100 cc. YAMAHA PISTON PORT (KT 100 SD, SC, SEC)

Spare parts must be standard of its model. Any other parts from other model are prohibited.

Total weight is 130 kg.

Drivers must be 10 year old and up from 1st January 2008.

6. TAG JUNIOR Approved engines must be standard engine from the manufacturers. Refer to TAG PRO JUNIOR regulation from www.tagracing.net. Engine modification is not allowed.

JUNIOR ROK	Total weight	142 kg.
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DELLORTO CARB VHSB 34

JUNIOR MAX	Total weight	145 kg.
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DELLORTO CARB VHSB 30

JUNIOR X 30	Total weight	150 kg.
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TILLOTSON HL CARB 334A OR 334AB VENTURI 23 mm.

engine must be brought (with complete seals) to the scrutineer. If both engines are used, both engines need to be scrutineered.

- T3. The ignition system must remain standard from the factory for that engine only. Modification or alteration of ignition system of any kind (outside or inside) is forbidden. There is no special description for spark plugs.
- T4. The measurement of ports in the cylinder will be carried out by feeler gauge, using size 0.2 mm thick and 10mm wide for all classes.

No slide carburetor is allowed in any class.

YAMAHA Technical Regulations (KT 100 SC, SD, SEC Series)

- T5. No modifications allowed. The engine and parts must remain standard from the factory.
- T6. Capacity of cylinder head must be no less than 12 cc. (measurement will be done with cylinder head removed). Squish between cylinder head and top of piston will be no less than 2.15 mm.
- T7. Lower gaskets must not be thinner than 0.35 mm.
- T8. Carburetor W-3A for KT 100 SC, SD Carburetor W-21 for KT 100 SEC
- T9. Ignition system
 - 9.1 Timing adjustment allowed by adjusting distance of rotor and stator only. The rotor that is fixed to the crank must use standard key to lock in its place.
 - 9.2 Key must be 3 mm thickness. No modification is allowed. Only one keyway allowed, with width no bigger than required to fit a 3 mm key.
 - 9.3 Do not put in dust cover for the ignition coil for inspection.
 - 9.4 Ball bearing of crank sharp can use fiber track but ball bearing must be magnetized.
- T10. Re-sleeving, re-nikasil are not allowed in porting in Cylinder. Exhaust port must be at 172 degrees of crank shaft travel.
 - 10.1 Weight of crank shaft should not be changed from original specifications.
 - 10.2 Any brand of bearing is allowed provided they are only steel bearings.
 - 10.3 Connecting rod must be genuine YAMAHA parts.
 - 10.4 Only KAT approved exhaust pipe allowed.

SUPER CADET Technical Regulations (lottery/drawn engine)

- T11. Yamaha KT 100 SEJ engine
- T12. Engine must be standard from Yamaha factory only.
- T13. No modification of any kind to the inside or outside of the engine.
- T14. Ignition must be standard.
- T15. Air box and exhaust must be standard spec to the engine.
- T16. Clutch and electric start is to be used.

KF2 Technical Regulations

- T17. Engine with reed valve system.
- T18. Water cooling system or air cooling system is allowed.
- T19. A maximum exhaust port angle of 177 degrees of crank shaft travel is allowed.
- T20. Ignition system used must be homologated by CIK with that engine.
- T21. Maximum cylinder capacity not over 125 cc.
- T22. Maximum carburetor 2 Jets venturi diameter not more than 24 mm (round) according to CIK homologated.
- T23. Engine must be homologated by CIK.
- T24. Carburetor used must be homologated by CIK. RPM is not exceed 15,000.
- T25. Exhaust pipe and cylinder do not need to be CIK homologated.

CLUBMAN Technical Regulations

- T26. lame 125cc. standard engine from the factory with water cooling (model Komet or Leopard allowed).
- T27. Modification is not allowed to the internal of the engine and external appearance must be original.
- T28. Must use clutch and electric start.
- T29. Exhaust pipe appearance must be as standard.
- T30. Carburetor TILLOTSON model HL 304E, H334A, and HL 334AB venturi must not exceed 23.00 mm.
- T31. Radiator is open but it should not be so big it could cause an accident.
- T32. Squish gap between top of piston and cylinder head no less than 1.00 mm.

T33. Reed valve and gasket are open.

T34. Air box CIK approved with 2 inlet holes maximum 22.00 mm. +- 1 mm.

TAG PRO/ TAG MASTER Technical regulations.

T35. Allowed engines are:

35.1	VORTEX ROK 125	Total weight	156	kg.
35.2	ROTAX MAX FR 125	Total weight	165	kg.
35.3	PARILLA LEOPARD	Total weight	165	kg.
35.4	COMER 125	Total weight	169	kg.
35.5	SONIK TX 125	Total weight	178	kg.
35.6	ITALSYSTEM ML 47H (analog).	Total weight	170	kg.
35.7	PARILLA X30	Total weight	167	kg.
35.8	SUPER ROX	Total weight	174	kg.
35.9	KF 2 only for TAG MASTER	Total weight	178	kg.

(No front breaks allow)

T36. Engine must be standard from the factory and capacity must not exceed 125 cc.

T37. Air Box must be standard for that engine model or approved by CIK

T38. Standard carburetor for that engine model and it must remain standard from the factory.

T39. Standard reed valve for that engine model.

T40. Diaphragm Pulse is to be used in Fuel Pump.

T41. Ignition system must remain standard for that engine model and from the factory.

T42. Pistons, rings and gaskets can be from the factory only.

T43. Exhaust pipe and silencer must remain standard for that engine model and from the factory.

T44. No modification allowed in clutch, it must remain standard for that engine model and from the factory.

T45. Cooling system can be fitted on left or right side of the kart with out additional water pump from original.

T46. Engine modification is not permitted.

T47. The distributor or importer needs to submit the engine specification to RAAT in 4 weeks before the race.

FUEL

- T48. The approved fuel must be standard fuel that can be found in the market, super premium grade with octane 95 RON. No Nitro, alcohol or high-octane.

FRAME

- T49. Frame must be one piece steel tube construction welded of the highest manufacturing standards and CIK Homologated. A frame that hasn't obtained CIK Homologation, must have RAAT certification. Titanium is prohibited for frame work. Suspension and hydraulic is not allowed in any case.
- T50. All kart must be fitted with side pods for driver's safety and must be made from fiberglass or special thick plastic. The side pods must not exceed the line of the front tire to the rear tire (while in straight forward position), except rain tires.
- T51. Front bumper must be made of steel tube with diameter of 19 mm and not higher than 20 cm from the ground. Rear bumper must also be made from steel tube with diameter no less than 19 mm.
- T52. Nose cone of all karts must use clip lock in 2 places only, to secure it. No tie up with other material is allowed. Failure on this will void the race result and accumulated points.
- T53. Chain guard is compulsory and must efficiently cover the engine sprocket and axle sprocket mid way down the length of axle sprocket. It must be able to prevent the chain from flying out in case of an accident.
- T54. The brake must operate by one foot and work on both rear wheels simultaneously with only one brake disc. Front brakes are forbidden.
- T55. All karts are required to use a small plastic container at the end of breathing hose for overflow of fuel tank and radiator.
- T56. All karts must use Chain to drive the sprocket only (other drive systems are not allowed) automatic gear ratio changing while driving also not allowed.

TIRES/WHEELS

- T57. Wheel size for all classes shall not exceed 5 inch of diameter.
- T58. All classes must use RAAT's tire specification.

- T59. No modification on tires.
- T60. Tire condition may change due to damage during a race, the condition of tires must be such that one can race safely. It is the scrutineer and the race director's consideration to allow tire replacement.
- T61. If the race director declares rain conditions all classes must use rain tires.
- T62. These regulations are subject to be main regulations for Kart driver. RAAT reserve the right to change the regulations when time and situations change. RAAT will keep kart drivers informed before the race start. The changed regulation must be signed by the RAAT President or RAAT Sub committee or 2 of 4 of the sub committee members. Aside from these regulations, RAAT strictly follows CIK/FIA regulations.