



COMER BAMBINO KART REGS 2026

The Bambino class is the entry level class of Kart Racing meaning drivers can compete from 5 years old, UK Kart Series rules and regulations are always the first point of call on any issues, if this fails to resolve an issue then the MSUK Gold Book (2025) will be consulted and used as a reference point. Competitors should work on the basis that if any process is not clearly stated as being permissible, then they should accept that it is illegal and seek clarification from the scrutineer. Karts must comply with these technical regulations at all times during official practice and racing. It is the competitors' responsibility to ensure that their kart complies. Technical checks may be carried out before, during and after qualifying and racing. The scrutineers are empowered to undertake any form of verification they deem necessary.

B1. Comer C50 BAMBINO

B1.1. Chassis

All chassis must be recognized and registered and as homologated with MSUK. No home-made chassis are permitted. Chassis' may be fitted with a barcode sticker in scrutineering for identification purposes.

B1.2. Body Work

As registered with the chassis, full width rear bumpers mandatory. Plastic alternative may be used if registered with chassis. Rear Bumpers must not be wider than overall wheel width, Full size rear number boards only to be used (no cut down plates) unless plastic rear bumper is registered and fitted to chassis where a stick-on type number can be applied to the rear bumper.

B1.3. Brakes

As registered with chassis, steel discs non-vented only (can be crossed drilled and grooved). Secondary brake cables now mandatory on all chassis'. If the disc sits below the chassis rail a disc protector must be fitted.

B1.4. Steering

Stub Axles: No modification whatsoever permitted. Only standard as manufactured can be used.

Steering Wheel: Free

If mounting data acquisition equipment, it must be mounted in line with the dish of the wheel. All columns to be fitted with a security ring located below the top column mount and secured with a minimum of two locked grub screws. Caster/Camber adjustment is NOT PERMITTED.

B1.5. Axle

As registered with the chassis. 25mm magnetic steel. Must have a circlip fitted on both ends. Axle to be fitted with two bearings containing steel ball races. Ceramic or exotic material bearing faces are strictly prohibited. Bearings to be tightened to axle, multipoint locating grub screws. Quick release

bearing carriers prohibited. Solid, 5mm and 3mm Hollow axles are permitted but only if registered with chassis.

B1.6. Gearing

Comer C50 only permitted to run 10t front sprocket and 80t rear sprocket.

B1.7. Dimensions

The rear bumper must not exceed the overall width measured to the outside edge of the rear tyres, and the side pods may not be located outside the plane that passes through the outer edge of the rear tyres.

The maximum overall width at the rear is 1100mm.

B1.8. Chain/Sprocket Guard

One-piece chain with sprockets of 219 pitch only. A fully enclosed chain guard, of a type manufactured by Tillett or similar.

B1.8. Wheels

Fronts Aluminium, single point mounting direct to stub axle. 3-point fixing front hubs permitted.

Offset: Open.

Rears: Aluminium, 3-point fixing to standard short-hub. No double bolt rear hubs. Offset: Standard.

Wheels Sizes are: Free

B1.9. Tyres: (Filled with standard air only)

Le-Cont all-weather MSA04.

One set per race meeting. Qualifying, all heats and Final

Tyres must have a minimum of 1mm "tread" at ALL times and at any point across the tyre.

The use of tyre warmers and softener is prohibited. Removal of debris or tyre cleaning with a hot air gun or rasp is strictly prohibited.

All barcodes for DRY tyres must be lodged with scrutineering in the Alpha App ONLINE before your Practice 4 /End of Lunch Break (whichever comes first).

In the event of the meeting being declared "wet" then Tyre usage is unlimited.

B1.10. Floor Tray

Original manufacturer component fitted using manufacturer approved fitting kit and to be always tight. After market professionally manufactured aluminium floor trays allowed but NO carbon trays permitted.

B1.11. Seat

Free: Must be free of holes in a position that would weaken the mounting. Fitted with a Tillett or similar fitting kit one large washer per hole minimum, to ensure load spread.

Seat must always be tightly secured.

B1.12. Weight

Minimum 71kg post-race including the driver and mandatory safety equipment.

B1.13. Number Plates

Numbers to be displayed on all four sides of the Kart. Black on Orange background to a standard font/pattern. Full size number plates on rear to be fitted, no cut down plates.

B1.14. Materials
Kart and components to be of material 'as left the factory' or similar. The use of after-market components such as rear hubs, carriers, track rods are permitted, if they are of manufacturers specification.

Carbon Fibre, Ceramic, Titanium, Magnesium and Kevlar components are prohibited. Modification to chassis in any way by the addition of welded components not of the original approval is not permitted.

Additional seat stays and supports are not permitted.

B1.15. Other

The addition of pedal extensions, heel cups or a UK Kart Series approved pedal box is permitted subject to secure fitment and scrutineering deeming it fit for purpose.

Modification to tubing, seat stays, yokes and all mounting points is strictly prohibited.

B1.16. Engine

Only 2 engines are allowed per meeting, these must be recorded on your online scrutineering card. Engines and components may be sealed at any point, the use of controlled restrictors may be implemented and once fitted these cannot be tampered with in any way.

The scrutineers may choose to fit special bolts to enable a seal to be fitted at any time. Any controlled components given MUST be returned in a good condition after the meeting before championship points will be awarded.

B1.17. Comer C50 Engine Specification

Only Tagged Zipkart regulation UK Comer C50 / C50G engines permitted. C50G Engines identified by green seals cannot be fitted with C50 specification cylinder, piston, crankshaft or exhaust.

Carburetor jetting is open

Spark plug – the only spark plugs permitted are shown below. They must be unmodified and as supplied by the manufacture, with sealing washer in place unless a temperature sensor is fitted, the minimum thickness for the temperature sensor is 1.4mm. The spark plug sealing washer must also have a minimum thickness of 1.4mm.

Permitted spark plugs: Bosch WS5F*, Bosch WSR7F and Champion RCJ7Y. *Bosch WS5F spark plugs with the green banding and lettering on porcelain casing of the spark plug are not permitted.

Engines must conform to the fiche document laid out by the class owner or Zipkart at all times. No modifications are permitted, no additional material may be removed or added.

One foam air cleaner of standard specification is to be always present and must be kept clean and dry, used in its intended form. No holes or tears visible. The metal clip that holds the air box onto the carb must always be present.

The air filter box must be in its original state, and force all air to enter the carburetor via the airbox element filter, box may be deemed illegal should air be able to enter the carburetor without passing through the filter element.

In the event of a wet race, filter elements may be replaced for every heat with a dry sponge, sponges must be complete, fully intact with no rips or tears visible, foam filters must also be used in their intended form and not folded.

The approved Zipkart wet box may be ran if the meeting is declared wet or open, In addition to the wet box a plastic number board/plate may be used on the top of the chassis rails only secured with a minimum of 3 cable ties and be no bigger than 22x22x1.5cm, this can be ran on its own or with the wet box but only in wet or open meeting conditions.

B1.18. Clutch

C50 approved spring or solid one-piece clutch approved by Zipkart is permitted.

B1.19. Bambino Engine Usage Regulations

ONLY 2 ENGINES PER MEETING ALLOWED.

It is strictly forbidden to raise the temperature of your engine by using tape/rags or any other methods as to reduce the airflow to an air cooled engine with the intention or potential consequence of raising its operating temperature at a faster rate than the manufacturer intended.

B1.21. C50 and C50G Engines

C50 and C50G engines must comply to a maximum ignition timing of 4.9mm before top dead centre measured with a DTI gauge. See UK Homologation Fiche for measurement alignment point.

The fly wheel key can be modified to achieve maximum timing.