



CHAMPIONSHIP GENERAL REGULATIONS 2026

Introduction

These regulations provide the basis on which Sprint Karting Events will be run and are intended to provide a fair basis for all drivers and to keep costs under control. We hope that you will enjoy the series and enter it with the spirit reflected throughout the following document.

The following document lays out the basis of the rules for the 2026 Season, but you are advised to join the UK Kart Racing Series Facebook Group / Page to be kept up to date with any changes.

2026 we will again be using Alpha Timing. Results are available for download on the UK Kart Series web site (www.ukkartseries.co.uk) the Alpha Timing website and on the App

We hope that the regulations outlined here will make the 2026 season an exciting one which will bring new challenges to the established racers and introduce new drivers to the unique atmosphere that racing brings.

There will be only one championship for Pro karts this year, ALL pro karts will be contending the British Pro kart championship.

UK kart Series rules and regulations are always the first points of call on any issues, if this fails to resolve an issue then the MSUK Gold Book will be consulted and used as a reference point.

The UK Kart Series aims to provide as many opportunities as possible for drivers of all ages and abilities to compete in sprint racing.

Weekend Format

The race weekend format will be as follows:

Pre event technical inspection is mandatory for all drivers. You must report to scrutineering on the Saturday morning (or Sunday morning if only attending "race" day) before you go on track. Scrutineering times will be advised in final instructions but will usually be from 7.30am till 9am. When attending this check you will also need to do a physical sign on and be issued with a Pass Sticker. This must be displayed on the Nassau panel of the kart for the entire event. No Sticker No entry to track. Technical inspection and Sign on need only be done once for the entire weekend.

Saturday Practice –Class-specific practice sessions run throughout the day.

These sessions will rotate (in order) for the entire day as to be organised in such a way as to maximise the opportunity to practice for all drivers. Typically, all classes get 6 sessions. However, this is subject to change at the organisers discretion.

FOR 2026 we will continue to run a Saturday afternoon Qualification session.

Sunday Race Day – All Classes

2Nd Qualifying/ warm up

Heats

3 Heats and 1 Final.

Time duration of all sessions will be included in final instruction for each round. And are always subject to change at the organisers discretion

1.1. UK Kart Series Championship 2026

1.2. The series is organised and administered by Stretton 2000 Ltd

1.3. Officials

1.3.1. The Coordinator: Mr A M Lord & Mr S Bingham.

1.3.2. Clerk of the Course: Michael Peberdy.

1.3.3 Race director: Mr C Hall

1.3.4 Dummy Grid Officer: TBA

1.3.5 Start Line: TBA

1.3.6 Timing Official: Libby Curran

1.3.7 Chief Scrutineer: Richard Newton

1.3.8 Assistant Scrutineer: William Elsworth

1.3.9 Tyre Official: TBA

1.3.10 Child Protection Officer: Alan Lord

1.3.11 Paddock Officer: Chris Hall

Championship Stewards: Any of 2 the following: Mr. S Bingham, Mr A M Lord, Mr C Hall.

1.4. Competitor Eligibility

Open to any competitor who meets the class technical regulations eligibility. ALL DRIVERS MUST HOLD A VALID ANNUAL OR SINGLE EVENT NORA92 Licence, these are issued by UK Kart Series and included in your Membership / event entry fee.

1.4.1. If participation in the championship requires absence from school, drivers in full-time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school, in order to fulfil registration for the championship. Any Friday testing will only be provided by the circuit and will not fall under the UK Kart series or NORA 92 Licence.

1.5. Registration

We will require drivers to pre-register for the championship. This will entitle registered drivers priority entry into all the events. Non-registered drivers may still enter 10 days prior to the event but will only be able to enter for a full weekend entry.

1.6. Championship Round

The series will be contested over 9 rounds which will be run on the weekends shown on the 2026 calendar page:

<https://www.ukkartseries.co.uk/uk-kart-series/>

1.7. Scoring for Championship

The podium finishers of each class will be determined by their respective finishing positions after the final race in their class has finished and all scrutineering and penalties have been applied (if any).

With regard to the championship, ALL points scored during the heats AND the final will count toward the final points table for the year.

Championship points will only be awarded to registered members of the series.

The following points are awarded in ALL heats and the final, **Except for senior Pro kart which will Score by the second table of points, this is to allow for the possibility of Double grids.**

<u>Heats</u>		<u>Final</u>	
1st	: 24 points	1 st	: 100 points
2nd	: 23 points	2 nd	: 95 points
3rd	: 22 points	3 rd	: 90 points
4th	: 21 points	4 th	: 85 points
5th	: 20 points	5 th	: 80 points
6th	: 19 points	6 th	: 75 points
7th	: 18 points	7th	: 70 points
8th	: 17 points	8th	: 65 points
9th	: 16 points	9th	: 60 points
10th	: 15 points	10th	: 55 points
11th	: 14 points	11th	: 50 points
12th	: 13 points	12th	: 48 points
13th	: 12 points	13th	: 46 points
14th	: 11 points	14th	: 44 points
15th	: 10 points	15th	: 42 points
16th	: 9 points	16th	: 40 points
17th	: 8 points	17th	: 38 points
18th	: 7 points	18th	: 36 points
19th	: 6 points	19th	: 34 points
20th	: 5 points	20th	: 32 points
21st	: 4 points	21st	: 30 points

CHAMPIONSHIP GENERAL REGULATIONS 2026

22nd	: 3 points	22nd	: 28 points
23rd	: 2 points	23rd	: 26 points
24th	: 1 points	24th	: 24 points

If there are more than 24 finishers in a heat, each finisher after 24th will receive 1 point in the heats and in the final 24 points.

Pro-kart Points allocation, this is to allow for the possibility of Double grids. Senior pro karts will also now use “evo points” this means no matter which class you are in you will score points for your on track position. e.g. – you are the first clubman over the line but come 6th overall, you will score points for 6th position. This allows us to move you from class to class if necessary and you take with you the points you have earned.

Heats		Finals	
1ST	60 points	1ST	180 points
2nd	59 points	2nd	170 points
3rd	58 points	3rd	165 points
4th	57 points	4th	162 points
5th	56 points	5th	160 points
6th	55 points	6th	158 points
7th	54 points	7th	156 points
8th	53 points	8th	154 points
9th	52 points	9th	152 points
10th	51 points	10th	150 points
11th	50 points	11th	148 points
12th	49 points	12th	146 points
13th	48 points	13th	144 points
14th	47 points	14th	142 points
15th	46 points	15th	140 points
16th	45 points	16th	138 points
17th	44 points	17th	136 points
18th	43 points	18th	134 points

CHAMPIONSHIP GENERAL REGULATIONS 2026

19th	42 points	19th	132 points
20th	41 points	20th	130 points
21st	40 points	21st	128 points
22nd	39 points	22nd	126 points
23rd	38 points	23rd	124 points
24th	37 points	24th	122 points
25th	36 points	25th	120 points
26th	35 points	26th	118 points
27th	34 points	27th	116 points
28th	33 points	28th	114 points
29th	32 points	29th	112 points
30th	31 points	30th	110 points
31st	30 points	31st	108 points
32nd	29 points	32nd	106 points
33rd	28 points	33rd	104 points
34th	27 points	34th	102 points
35th	26 points	35th	100 points
36th	25 points	36th	98 points
37th	24 points	37th	96 points
38th	23 points	38th	94 points
39th	22 points	39th	92 points
40th	21 points	40th	90 points
41st	20 points	41st	88 points
42nd	19 points	42nd	86 points
43rd	18 points	43rd	84 points
44th	17 points	44th	82 points
45th	16 points	45th	80 points
46th	15 points	46th	78 points
47th	14 points	47th	76 points

CHAMPIONSHIP GENERAL REGULATIONS 2026

48th	13 points	48th	74 points
49th	12 points	49th	72 points
50th	11 points	50th	70 points
51st	10 points	51st	68 points
52nd	9 points	52nd	66 points
53rd	8 points	53rd	64 points
54th	7 points	54th	62 points
55th	6 points	55th	60 points
56th	5 points	56th	58 points
57th	4 points	57th	56 points
58th	3 points	58th	54 points
59th	2 points	59th	52 points
60th	1 point	60th	50 points
60+	1 point	61st	48 points
		62nd	46 points
		63rd	44 points
		64th	42 points
		65th	40 points

Heat 1 grid will be based on fastest Time from either of the 2 qualifying Sessions.

Heats 2 and 3 grids are based on finishing positions gained in the previous heat.

The Final grid positions will be based on points scored in Heats 1, 2 and 3.

In the event of a tie for any of the final championship positions at the end of the season, the advantage will go to the driver with the highest number of race wins in heats and finals throughout the season. If these are equal the driver with the highest score in the last scoring round will be awarded 1 extra point.

In the event of a tie for any single round position, the fastest lap placed in the final will prevail. In the event of a tie for grid positions, the fastest lap in the previous heat will prevail.

In the event of a did not finish (DNF) the driver will be awarded GRID points for where they place on the published results approved by the timekeeper but will score NO championship points. To be classed as a finisher and awarded championship points the drivers Kart must have crossed the start line upon race start and the finish line after the chequered flag.

In the event of a did not start (DNS) the driver will score zero (0) points.

1.7.1. The final championship positions will be determined as follows:

The totals of a maximum of 7 best scores from all 9 rounds.

If for some reason 1 meeting is cancelled, then this must be used as a drop round so 7 of 8 rounds will count.

If for some reason more than 1 meeting is cancelled, then ALL rounds will count

1.7.2. Should any driver or Kart be **excluded** from the meeting for any reason they cannot drop that round, it will count as one of their scoring rounds.

1.8. Awards

1.8.1. Per round

There will be 3 trophies (1st, 2nd and 3rd places) in each class. This includes sub classes. In the event of a cancelled round or if a round is cut short then the race director will decide how /If trophies will be awarded.

1.8.2. Overall Championships.

The top 3 of each class will receive a championship trophy.

1.9. Competitors Obligations

1.9.1. It is mandatory for all competitors, (and remember that if a minor they must be accompanied by the parent / appointed legal guardian) to attend all drivers' briefings arranged by the Clerk of the Course /Race Director. Briefings may be in person or online, details will be communicated before each event. All drivers will be required to register an Alpha Online account and use digital sign on and "check In" at reception for all competitors for Licence checks.

1.9.2. Registration is deemed acceptance of UK Kart Series Regulations, but we reserve the right to refuse or suspend the registration of a driver to protect the best interests of competitors and organisers.

Each driver entered must have studied these and the specific technical regulations for their specific class in full and signed a declaration of indemnity before taking part in any event.

1.9.3. UK Kart Series reserves the right to alter the itinerary if circumstances require. No refund, either in full or part, will be given to participants barred from the race by UK Kart Series Officials for non-observance of the rules or in the event of cancellation part way through a meeting.

Novice drivers are welcome if they have demonstrated a level of competence that will not endanger themselves or their fellow competitors. Novice drivers may be required to start at the back of the grid until such time as the clerk of the course and Race Director are satisfied they are competent to start from a pre-determined grid position.

1.9.3. UK Kart Series reserves the right to Cancel a class at short notice if there are insufficient Numbers to make it viable as a standalone grid, and It can not be merged with another Suitable class. Entry fees

will be refunded or carried forward to a later meeting but UK Kart Series will take no responsibility for other expenses incurred (Hotels etc.). If a Class is cancelled, then this will count as a cancelled round with reference to drop rounds see **1.7.1.**

1.9.4. Championship entry is conditional upon each competitor surrendering his/her rights for filming or photography for use in UK Kart Series Marketing. Permission to use such material is assumed.

1.9.5. To provide and ensure a transponder is fitted to your Kart.

These must be fitted to the REAR of the seat and in the correct orientation and distance from floor as per AMB specification. A limited number of HIRE transponders are available but we strongly encourage you to purchase your own as we cannot guarantee a hire transponder will be available.

1.9.6. To know all the relevant flags and their meanings and to always abide by them (see appendix 3)

1.9.7. To always respect fellow competitors and their families, both on and off track and to uphold the respect in racing policy at all times.

The driver, parent or guardian, mechanic, or anyone associated with the driver found to be using abusive language, threatening behaviour or abuse of any kind to any other person, this includes verbal, physical, mental abuse and is extended to Social Media and other forms of electronic communication, before, during and after the event may have their entry cancelled without refund, championship points may be deducted and/or may have to leave the circuit without return. The promoter will consider in its entire discretion whether that person or any person connected with the affected entry may attend any future event.

It is the individuals (or parent or guardian's if under 18) responsibility to ensure the competitor is well and fit both physically and mentally to race. Competitors are prohibited from participating in any of our events if their physical or mental condition makes it unsafe to do so. This restriction applies to practice sessions as well as competition. Medical conditions include persons on medications that may impair their physical or mental acuity, persons with weakened physical conditions or persons under a doctor's care for physical or mental illness.

1.9.8. Fire Extinguishers

All drivers must have present at race meetings a fire extinguisher to current BSEN3 or EN3 Standard with a minimum 55B rating. Officials will carry out spot checks in the paddock. (Note: Type B means for use with flammable liquids, and the 55 refers to the capacity. The actual extinguishant is not specified, but Halon is no longer legal in the UK). Fire extinguishers must always be kept at the entrance to the competitor's pit space. It is recommended that competitors with enclosed awnings have a minimum of a 2kg foam or powder extinguisher, and if more than one private competitor is sharing the awning then a minimum of two 2kg extinguishers be available. Commercial enterprises should be aware of Health and Safety at Work Legislation and provide a minimum of two 6kg foam or powder extinguishers to be placed at the entrance(s) of the awning.

1.9.9. Signalling

Drivers must NOT signal to each other when on track. Both hands must always be kept on the steering wheel. Discretion may be used if a driver is celebrating a victory at the end of a race.

2.0. Sporting Regulations, Championship Race Meetings and Race Procedure

2.1. Grid Position and Dummy Grid

2.2. The maximum grid will not exceed 34 for timed qualifying or race sessions. (24 in Bambino)

2.2.1 The series reserves the right to combine classes with low entries. Minimum size of grid is 12 drivers, any number of entries below this may be mixed grids.

2.3. Upon arrival into the parc-ferme holding area (pre-grid) Karts must be lined up tidily around the perimeter of the area, this is the only area permitted for the fitting of tyres, and making final checks and adjustments to Karts.

No adjustments except to tyre pressures (additional air cannot be added) will be allowed on the Dummy Grid.

Approximately 2 minutes to race time the gate to the dummy grid will close. Any kart or driver who has not left the parc-ferme area before the gate is closed will not be permitted to take part in the session or will be placed at the rear of the grid for a race. If more than 1 driver does not make the gate they will be placed at the rear of the grid in order of grid position.

No additional alterations may be made to the kart except to fit the tyres.

Once the kart has entered the dummy grid area the driver/mechanic must position it on to their grid position or as directed by the grid marshal. Once again it should be emphasised that no adjustments except to tyre pressures (additional air cannot be added) will be allowed. Any infringement of this rule will result in the competitor not being allowed to compete in the timed qualifying or will be placed at the rear of the grid for a race.

ENTRY TO THE DUMMY GRID IS STRICTLY LIMITED TO DRIVER PLUS 1 (MECHANIC / PARENT)

The practice of lifting the kart while running to warm rear tyres is STRICTLY FORBIDDEN and may lead to race exclusion.

2.4. Timed qualifying will be for all classes and will usually be a 10-minute session (Depending on the number of entries) Each driver will take part in one of these sessions.

Bambino/ Cadet/Inter class qualifying: all drivers will randomly draw a number upon entry to the dummy grid, this denotes the dummy grid space they **MUST** occupy, drivers are not permitted to enter the grid before time or try to save preferred grid positions. In qualifying drivers can only occupy the grid number they have drawn upon entry. Drivers will be released from the dummy grid in pairs and must not "hold back". IF for any reason you are not on the dummy grid for start of the Qualifying session you will be allowed to enter the circuit only after a time delay at the discretion of the Dummy Grid Official.

Senior Class Qualifying:

All drivers upon entry to the dummy grid must place their kart in a "grid box" as though lining up for an actual heat or final do not line up 3 / 4 abreast.

All drivers in the session can start their timed laps from any point from the session start and may do as many laps as they wish in the 10-minute period, all these laps will be timed. Crossing the start line for the first time will register on the timing equipment and will constitute the start of your first lap. Drivers wishing to "hold back" and not leave the dummy grid at session start must NOT impede other drivers from leaving the grid otherwise a penalty, as per penalty table, may apply.

2.6. All regulations will apply as if the session was a race. Once a driver leaves the circuit and returns to the scrutineering/pits area, their session will finish, and they will not be allowed onto the circuit again.

2.7. On leaving the circuit from the timed qualifying session, all drivers MUST report to scrutineering and weighing area. On Leaving the circuit after all heats and finals, the top 3 drivers and random drivers as indicated by the parc-ferme marshal will report to scrutineering and weigh area. All other drivers must remain in their Kart and parents/mechanics will not be allowed into parc-ferme area until parc-ferme official signals they are free to do so.

2.8. Any driver missing his/her timed qualifying will not be allowed to take part in timed qualifying. It is the driver's responsibility to present themselves and their equipment on the grid for their timed qualifying at the correct time. Karts must be down on the floor on the correct grid position as per the time stated in the published meeting timetable, as indicated in any updated schedule or before the chequered flag is waved in the prior session (whichever comes first).

2.9. Any driver considered to be baulking or blocking another driver may be penalised. A driver who consistently places their Kart on a line that is not recognised as the racing line, to prevent being overtaken, may be given a penalty. Lap times may be taken into consideration.

2.10. The timed qualifying results (single best lap from Q1 or Q2) will decide the grid positions for heat 1. The quickest lap takes pole position. In case of a tie the second quickest lap will be taken to resolve the tie and then the third lap etc. The grids for all subsequent races will be determined based on results from previous heat.

2.11.1 Start of Race - All classes will leave the dummy grid for one formation lap and then grid up along the start finish straight for a Standing Start (Bambino and Honda Cadet) or straight into a Rolling Start (Honda R200, BWR and Pro-Kart).

2.11.2 Bambino Grid Starts – Once a formation lap has been completed and drivers are in the correct position, mechanics may switch off engines. The start marshal will show a "Start Engines Board" board then 5 seconds later a "CLEAR THE GRID" board is displayed, when this board is displayed, the mechanic MUST leave the track IMMEDIATELY. Mechanics MUST NOT lift the Kart and warm tyres on the grid.

2.11.3 Standing Starts. Once the Start Line official raises the Flag (Green or Union Jack) drivers are considered under starters orders. The race will start when the flag is dropped. We may also use the Digi Flag / Lights where available. This will be confirmed in final instructions /Drivers Briefing.

2.11.4 Rolling Starts – The karts will be released from the dummy grid to make their way to the start finish line. Drivers must stay in position and the pace will be set by the pole sitter. The race will start when the Flag is DROPPED. We may also use the Digi Flag / Lights where available. This will be confirmed in final instructions /Drivers Briefing.

NO accelerating before the 'acceleration line' marked by a cone and/or painted line on the track, and NO overtaking/breaking formation or going outside tramlines until the flag has dropped. If TWO false starts occur in any heat/final, then the rolling lap will be STOPPED, the drivers causing the False start (accelerating too early, out of formation) may be required to start at the back and 2 minutes will be taken off the race time.

If a driver should "spin out" on the formation lap they may attempt to regain their original position but

this must be done safely and before the second to last marshal post or as otherwise indicated in final instructions / drivers briefing. If they are unable to take their correct position before the designated marshal post, then the driver MUST join the back of the rolling lap. Failure to adhere to this will result in a penalty (Jumped Start OR disobeying start procedure 5 second penalty)

2.11.5 Jump Starts – For Rolling Starts - Any Karts deemed to have crossed the start line ahead of their correct position in their respective lane of the grid, or deemed to have broken formation/ accelerated before the designated acceleration point may be penalised.

2.11.6 For standing starts; drivers will be penalised if they have been deemed to gain an advantage by already being in motion before the flag drops or out of position in their grid box.

For all Jump start penalty's, the Clerk/Race Directors decision is final.

2.12. No radio communication is permitted to or from the Kart or driver whatsoever.

2.13. No Cameras can be mounted on the kart or driver at any time During Qualification, Heats or Final, UK Kart Series has a no filming policy on race day.

We may ask you to fit a camera for our internal use and for the TV edit this footage is deemed to be in our control and can not be used as a basis for Penalty decisions / appeals.

2.14. Race Incidents / Stoppages

In the event of an incident on circuit then the clerk of the course or Race Director will in the first instance use a ¼ Flag (black& yellow) it is ALL driver's responsibility to know the correct procedure for ALL flags these can be found in the table at the end of these regulations.

In the event the incident needs a full stoppage with use of a red flag, all Karts will slow and stop racing they will then either be directed into the pits or asked to stop by the officials on track in a designated area. Once the incident has been attended to by the officials, the drivers will be given a set of instructions for the restart procedure or directed into the pit lane.

Any Driver causing / involved in a Red flag incident will not be able to take part in any restart.

The race director or clerk of the course may allow a competitor to restart in certain circumstances but from the back of the grid and may also choose to disallow any points scored.

If less than 2 laps have been completed, a full restart will take place.

If more than 50% of the race has been completed but less than 75%, the Race Director has the option to end the race and send all remaining karts into the pits and declare the result from the previous lap, or all remaining karts will be given instruction to form up on the grid, as per their position on the full previous lap. They will then have 1 full formation lap, under the ¼ flag or full course yellows where they will form up in SINGLE FILE and onto the main start/finish straight. The lights will go out (or the green flag displayed) and the race will resume. No overtaking until you have crossed the start/finish line.

If more than 75% of the race has been completed, the Race Director will declare the race over and the results will be declared per the previous lap completed.

2.15. INCIDENT MARSHALS, BREAKDOWNS & REPAIRS:

Additional incident officials (pushers) are not normally permitted on the circuit. Only if the Race Director requests such they may be allowed on the circuit at the discretion of the Race Director, provided that they have signed on, have attended a briefing session, and are wearing an orange high visibility vest. It is individuals (everyone except drivers in the specified race) responsibility to ensure they are wearing an orange high visibility vest when on the track. Note that marshals are instructed to remain in their posts during racing or practice and it is the competitor's responsibility if able and safe to do so to remove their kart to a place of safety, otherwise the Race Director or their deputy will make suitable arrangements, at all times ensuring the safety of the driver and officials. The driver must stay in a safe place as advised by a track marshal and recover the kart taking it through parc-ferme if instructed by the scrutineer/an official, if safe to do so. It is not permitted to make or attempt repairs on the circuit. IF a driver leaves the circuit due to a mechanical breakdown they CANNOT re-join.

IF a driver leaves the circuit/crashes and can safely re-join /be pushed back on then this is permitted. Note that some circuits have a pit repair area which will be designated in the drivers briefing. Entering a live track without permission is strictly prohibited.

SPORTING REGULATIONS-CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURE

3. Entries

3.1. Supplementary regulations and online entry will be available to all drivers in sufficient time for entries to be made prior to the closing dates.

3.2. Competitors are responsible for sending in correct and complete entries with the correct race number and transponder number. Failure to enter using the correct registered details will result in you not being able to take part in the event.

3.3. Online Entries will be acknowledged by email.

3.4. The entry fee for members will be:

FULL WEEKEND Entry fee - £169. Sunday Race day £90.00. Non-members will be allowed to enter within 10 days of the event but MUST enter for the full weekend pay the guest entry fee of £185 this includes your one event licence fee.

A late entry fee will apply to ALL entries from 6 days before the event.

Non-members / Guest drivers will also be limited to one set of Slick / Race tyre for the entire weekend including all Practice sessions on the Saturday.

No Refunds or transfers for entries are given for any reason. If the Event is cancelled for reasons beyond the reasonable control of the organisers, then no refunds of any entry fee are payable.

4. Championship and Round Penalties

4.1. Infringement of technical regulations arising from post-race scrutineering, minimum action exclusion from the race or timed qualifying session.

CHAMPIONSHIP GENERAL REGULATIONS 2026

4.2. Please Note: Time, place or lap penalties and also the reason any such penalty is imposed are not appealable.

4.3. Infraction Description / Penalty

Infraction Description	Penalty
Gaining an unfair advantage through contact	MINIMUM 5 second penalty OR 3 place penalty
Driving in a manner incompatible with general safety	10 second penalty OR Race Disqualification
Driving in a manner incompatible with general safety - aggravated contact	Meeting exclusion, referral to meeting stewards & RIR
Contravention of flag signal before or after race	5 second penalty
Contravention of flag signal during race	Race 10 Second penalty Timed qualifying Fastest lap deleted
Ignore technical flag twice	Black Flag
Ignoring Black Flag	Meeting exclusion
Jumped Start OR disobeying start procedure	5 second penalty
Out of formation at race start	5 second penalty
Abusive Language, Behaviour or Assault	Meeting exclusion and Referral to RIR
Failure to attend Drivers' Briefing	Fine of £50.00
Failure to obey an Official of the Meeting	Race exclusion or Meeting exclusion
Scrutineer Non-Compliance Report, vehicle or component ineligible	Race exclusion or meeting exclusion
Underweight	Race exclusion
Failure to report to Scrutineering	Race exclusion or meeting exclusion
Failure to obey grid procedure	1 place penalty for first offence, increasing to 2 places for second offence and so on
Incorrectly positioned front fairing (DROP DOWN)	Race 5 second penalty. Timed qualifying Fastest lap deleted.
Tampering with a detached front fairing during Qualifying or Race from Dummy grid release to being released from scrutineering	Race disqualification.
Re-joining Circuit in an unsafe manner	5 second penalty
Cleaning/ Treating of Tyres	Back of grid place penalty

While the above table outlines the penalties prescribed under these Regulations, it does not limit the authority of the Race Director and/or Clerk of the Course. The Race Director and/or Clerk of the Course reserves the right to impose an alternative penalty, which may be lesser or greater than those listed, should the circumstances of the incident warrant such action.

This does not preclude the Race Director and/or Clerk of the Course from issuing penalties for other breaches of the Regulations. In the event that a specific situation is not expressly covered by these Regulations, best practice may be applied at the discretion of the Race Director in the interests of safety, fairness, and the orderly conduct of the meeting.

Protests and Appeals – On Track

The Race Director/ Stewards decision is final. No appeals are allowed.

The Race Director / Stewards may request the attendance of one or more competitors to a judicial hearing. Following representations from competitors the Race Director / Stewards decision is final and may not be appealed.

A competitor may lodge a protest against another competitor's on-track conduct within 15 minutes of the results being issued at a cost of £50. The fee is non-refundable. A single Protest against multiple competitors is not permitted. No appeals are permitted for technical eligibility penalties issued by the Race Director / Scrutineer.

UK KART SERIES Technical Regulations

For 2026 ALL class' will have restricted tyre usage. SEE Class specific regulations.

Any Guest entry will be limited to one (1) set of slicks for the entire weekend. These must be registered with scrutineering using the Alpha APP before first practice. Guest drivers must participate in at least 4 full practice sessions and both Qualifying sessions.

All karts/classes must be below 98db trackside when measured at 45 degrees from the exhaust at a distance of 1.5m.

No teeth to be removed from sprockets and standard 219 pitch sprockets only, no 0.5 tooth sprockets permitted in fixed gear classes.

Class weight is with kart and driver complete with all race wear as used in the race or session. Driver weight is taken with race suit, helmet, boots, and gloves but not including any chest or rib protector. The carrying of ballast on the person is prohibited. It is your own (or your parent or guardians) responsibility to ensure you are within age for your class before registering with UK Kart Series. Proof of age must be produced on request at signing on e.g. a birth certificate or driving licence code. Any driver believed to be under the influence of drugs or alcohol will not be permitted to race, and by signing on agree to tests being made.

If you suspect a competitor is racing outside the regulations, you can lodge a complaint to have that competitor checked for technical compliance. A fee of £150.00 is required which, if your complaint is upheld, will be returned to you. If the complaint is not upheld, the fee will be given to the checked driver to go towards the cost of checking.

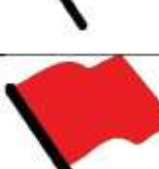
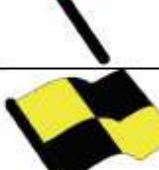
Also See Class specific regulations.

The UK Kart Series Ethic

"To provide cost effective racing for all members of the family to enjoy"

Appendix 3: Flag Signals

Competitors must understand the meaning of all flag signals and obey them at all times.

Flag	Message	Flag	Message
	Start – Red Lights out Or in absence of lights:- For a rolling start, karts start at the moment the flag is dropped. For a standing start, karts start at the moment the flag is dropped.		All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.
	Stationary: Another competitor is following closely behind and may be lapping you. Waved: Another competitor is trying to overtake to lap you, stay on the racing line.		End of Race, timed qualifying or Practice.
	An ambulance or slow moving kart is on the circuit. The 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.		False start, slow down and reform the grid. Continue on another rolling lap, stay in formation at the speed set by the pole sitter at the front.
	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 including stopping if necessary. No overtaking.		Flag - or coloured panel for the three signals below, with competitor's number
	Slippery surface ahead		A warning, to the driver that his behaviour is suspect and that he may be black-flagged on further reports.
	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.		Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The kart concerned must call at its pits for repairs no later than on the next lap.
	Immediately slow down and form up behind the leader, no overtaking. Continue at a reduced pace, with no overtaking until a green flag is shown at the start finish line. The race leading kart must slow down to a steady pace (as on a rolling start lap).		The driver must stop at his pit within one lap of receiving the signal and report to the Race Director. A penalty of disqualification may be enforced.

Flag signals may be displayed on a digital display at the start line