



British Pro Kart Championship 2026

Technical Regulations – Class: Honda Senior

P1.0 General Conditions

P1.0.1

Competitors shall work on the principle that **any modification, process, or component not explicitly stated as permitted shall be deemed prohibited**. Clarification must be sought from the Chief Scrutineer prior to use.

P1.0.2

All karts must comply with these Technical Regulations **at all times** during official practice, qualifying, and racing.

P1.0.3

The responsibility for ensuring compliance with these regulations rests solely with the competitor.

P1.0.4

Technical inspections may be carried out **before, during, and after** qualifying and racing. Scrutineers are empowered to undertake any form of inspection or verification deemed necessary to establish compliance.

P1.1 Driver Eligibility

P1.1.1

Drivers are permitted to compete in the Honda Senior category from **1 January of the year of their 16th birthday**. Exceptions may be made for Drivers moving up from Jr Pro on grounds of weight / Size. They must be able to make senior weight with no more than 4KG of ballast and be 14 years of age prior to the season start. These exceptions are entirely at the discretion of the Organisers.

P1.1.2 2026 Sub Class'

Pro Class – Clubman – Vets / Heavy's

Vets / Heavy's: Over 45 years of age at Round 1 or combined kart driver weight of 195kg with no ballast added.

Clubman: First year after moving from juniors or first 2 years of any competitive kart racing. The organisers reserve the right to move you up to Pro class at any time through the season.

PRO: Everyone else.

For 2026 we will be using an “evo” points system for Snr Pro kart, this means whichever sub class you are in you score points for your actual on track position e.g if you are the first Clubman over the line but 6th overall then you score points for 6th. The use of this system allows us to move people around the sub class’ if deemed necessary.

There will be no Elite class this year.

P1.1.3

Engines and/or tyres may only be changed in the event of damage and **must be replaced within the designated scrutineering area**, under the supervision of an official scrutineer. All replacement components must be recorded prior to use.

P1.2 Chassis

P1.2.1

The chassis must be manufactured by a recognised kart manufacturer.

P1.2.2

The chassis must be of **one-piece construction** and maintained in a safe condition, free from cracks or structural damage.

P1.2.3

Only **one chassis** may be used per event.

P1.2.4

A second or replacement chassis may only be used if the original chassis is deemed unsafe by the officials. Written authorisation from the Race Director is required.

P1.2.5

Use of an unauthorised chassis in any heat or final will result in **disqualification from the respective race**.

P1.2.6

Any technical infringement relating to chassis regulations will result in **disqualification from the entire event**, and the competitor shall **not be permitted to count the event as a dropped round** for championship purposes.

P1.3 Rear Axle

P1.3.1

Rear axle diameter must be **30 mm**, hollow or solid metal construction.

P1.3.2

Circclips must be fitted at **both ends of the axle** to prevent hub loss.

P1.3.3

Only **219 pitch drive chains** are permitted.

P1.4 Braking System

P1.4.1

The kart must be fitted with a **single hydraulic disc brake acting on the rear axle only**, which shall constitute the sole braking system.

P1.4.2

The brake disc must be metallic and may be vented, drilled, or slotted.

P1.4.3

Only brake callipers with a **maximum of four pistons (two per side of the disc)** are permitted.

P1.4.4

A brake safety wire must be fitted to safeguard against linkage failure.

P1.5 Rear Bumper

P1.5.1

All karts must be fitted with a rear bumper constructed from either:

- Steel tubular construction, or
- CIK-FIA approved plastic construction.

P1.5.2

The horizontal members of the rear bumper must be wider than the outer chassis rails but must not extend beyond the outer edge of the rear wheels/tyres.

P1.5.3

The rear bumper must cover a minimum of **50% of both rear wheels/tyres** at all times.

P1.5.4

The bumper must be attached to the chassis at a minimum of **two points** and be capable of withstanding significant impact.

P1.6 Engines

P1.6.1

Only **Twin Honda GX Pro Extreme** engines are permitted.

P1.6.2

All engines must be sealed to RPM specifications using **RPM Red seals (2022 specification)**.

P1.6.3

Engine changes during an event are only permitted with **prior authorisation from the Race Director**.

P1.6.4

If selected for post-event scrutineering, competitors must present **all engines used during the event**, including any engines replaced with authorisation.

P1.6.5

Any technical infringement relating to engines will result in **disqualification from the entire event**, and the competitor shall not be permitted to use the event as a dropped round.

P1.7 Throttle Linkage

P1.7.1

Alternative throttle linkage systems may be used, provided they:

- Actuate the standard Honda throttle mechanism, and
 - Are fitted with **additional return springs** to ensure positive throttle closure.
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P1.8 Gearing and Clutch

P1.8.1

Gear ratios are unrestricted.

P1.8.2

A chain guard must be fitted at all times, either as:

- A plastic strip, or

- A fully enclosed chain guard.

P1.8.3

Sprocket guards must be fitted and must be manufactured from **plastic only**.

P1.8.4

Only **Magnum** or **Max-Torque** clutches are permitted.

P1.8.5

Clutches must be used strictly as supplied. **No modification is permitted.**

P1.9 Steering

P1.9.1

The steering column must be mounted such that it **cannot pull free from the lower bearing**, even if the lower retaining bolt is removed.

P1.9.2

A securing device (e.g., a collar) must be fitted to prevent column displacement.

P1.10 Tyres

P1.10.1 Permitted Tyres

The only permitted tyre for this class is the **Dunlop SL1 bar-coded slick tyre**.

P1.10.2 Tyre Allocation

Each competitor is limited to a maximum of:

- **Three (3) registered sets of tyres for the season, and**
- **One (1) set of tyres per race day (from qualifying 1 onwards)**

P1.10.3 Tyre Registration

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

- **P1.10.4 End-of-Event Sealing**

At the conclusion of the final, registered tyres must be:

- Removed in **parc fermé**
 - **Bagged and sealed** by a scrutineering team member
- These tyres must be presented at the next round with the **seal intact and bag undamaged**.
- Tyres may only be removed from rims **in the scrutineering area and in the presence of a scrutineer**.

- Tyre bags and seals will be supplied by the organisers at a cost of **£10, payable at the first event**. If during the season you require more than one set of tyres to be bagged an additional £10 pr bag will be payable.
- Guest entries are exempt from bagging and sealing but must comply with **guest tyre regulations** under UK Kart Series General Regulations.

P1.10.6 Seal Integrity

Any evidence of:

- Broken or missing seals,
- Tampering, or
- Damage to the tyre bag
may result in **penalties up to and including exclusion from the event**, at the discretion of the Stewards.

P1.10.7 Prohibited Practices

Tyres must not be:

- Cut,
- Machined,
- Grooved,
- Chemically treated, or
- Altered in any way.

P1.10.8 Tyre Heating

The use of tyre softeners, chemical treatments, tyre warmers, or **any device intended to artificially heat or modify the tyre** is strictly prohibited.

P1.11 Fuel

P1.11.1

Only standard forecourt-grade **unleaded petrol** is permitted.

P1.11.2

Fuel additives of any description are strictly prohibited.

P1.12 Weight and Ballast

P1.12.1

The minimum combined weight of kart and driver is **185 kg**, measured post-qualifying or post-race.

P1.12.2

A maximum of **30 kg of lead ballast** may be added to achieve minimum weight.

P1.12.3

All ballast must be securely fixed to the kart chassis or seat using appropriate mechanical fasteners.

P1.12.4

Any ballast becoming detached during an event may result in **severe penalties**, including exclusion.

P1.12.5

Weight posts may carry a maximum of **7.5 kg** of ballast.

P1.12.6

Individual ballast blocks must not exceed **5 kg per piece**.

P1.12.7

Lead seat inserts or loose ballast on which the driver sits are strictly prohibited.

P1.13 Bodywork

P1.13.1

Side pods must be fitted and must not exceed the width of the rear tyres.

P1.13.2

Side pods and all bodywork must be securely attached to the chassis.

P1.13.3

Only **Nassau panels** are permitted.

“Bigfoot” style panels are prohibited.

P1.13.4

R-clips, circlips, and other specified retaining devices must be fitted where required. Failure to do so will result in scrutineering failure.

P1.14 Numbers

P1.14.1

Front and rear number panels are mandatory.

P1.14.2

Numbers must be clearly displayed on a plain background and free from surrounding graphics.

P1.14.3

Number colour requirements:

- **Pro:** Yellow background with black numbers
- **Clubman:** Red background with white numbers
- **Vets / Heavy's:** Yellow background with red numbers

P1.14.4

Numbers must be of a standard, non-italic font. Stylised or decorative fonts are prohibited.

BPC Class regulations 2026

