2

TATTERSHALL
KARTING CENTRE

2025 RULES AND REGULATIONS

Introduction

TKC Sprint Championship is an IKR (Independent Kart Race) and therefore runs outside of the MSUK (Motorsport UK). However, TKC still looks to the MSUK for guidelines as laid out in the Karting 2024 Karting Yearbook (Gold Book). Where appropriate, the MSUK rules apply. These may be changed, varied or amended to suit the TKC Sprint Championship. We will adhere to the safety guidelines of the National Karting Association. We reserve the right to change these regulations as we see fit at any time, giving notice where possible via social media and the official TKC Sprint Championship WhatsApp Group. The Gold Book will be used for clarifications of specifications, regulation and restriction. We will also look to the MSUK, ABkC and Respect in Racing Policy for guidelines on sportsmanship and general behaviour.

No racing license is required, and first-time racers are welcome, but basic competence is essential. Driver competence will be continuously monitored. In the unlikely event that a driver falls below the standards of a safe racer, they will be prevented from continued participation in the event and asked to demonstrate their competency before being allowed to enter further events. Drivers are welcome to elect to start any race from the back of the grid should they wish, subject to providing reasonable notice. Drivers who sign onto events as a novice, will start from the back of the grid. Novice plates can be removed at any time, subject to the Race Directors approval.

General Rules that Apply to all Classes:

Tyres should only be used in the condition you buy them in. No softener or tyre warmers are permitted. No fuel additives are permitted. Only pump fuel (E5 or E10) is allowed.

Lead ballast must be attached to the kart by a minimum of two (2) mechanical fixings and nylocks. The total amount of ballast must not exceed 30kg without prior agreement with the Race Director and Chief Scrutineer.

Minimum ages are laid out class by class. Any driver wishing to compete outside of these parameters, must seek approval in writing from the Race Director.

All engines must be sealed and unmodified from purchase spec (unless racing in the Senior Open / Senior Modified Prokart class). Details of this is outlined in each class below.

TKC encourages the use of social media to promote drivers and achievements. However, the championship takes a very stern view on those who wish to use any social media platform to dishearten, tarnish or discriminate other users, whether they are other racers, mechanics, family/friends, officials or championship organisers. Those who take it upon themselves to do so will be investigated by the Championship organisers, who will decide upon the penalty and/or if outside authorities need to be contacted. Remember, you will only cause disruption to your own racer. So, THINK before acting.

Entry

The TKC Sprint Championship will be held over 10 rounds: February to November (excluding July with a double header in August). Competitors are also allowed one (1) "drop round". If the championship runs 8 rounds or less for whatever reason, then no "drop round" will be taken into consideration when determining final championship points.

Memberships are available for purchasing throughout the year at a cost of £20.00. (Members benefit from a price reduction across all weekends of the championship calendar).

Members Weekend Entry: £100

Saturday / Sunday only (1 day): Members £50

Transponder Hire: £15 (Sunday only)

Entries will close on the Friday before the planned race weekend at 18:00 (6pm). TKC will still be accepting entries on the Saturday, but these will incur a £15 late entry fee to race on Sunday. Late entries WILL NOT be accepted on Sunday.

Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Round 9	Round 10
8th/9th FEB	8th/9th MARCH	12th/13th APRIL	10th/11th MAY	7TH/8TH JUNE	15TH/16TH/17TH AUGUST Tplate		13th/14th SEPT	11th/12th OCT	8th/9th NOV
LAYOUT CHANGE			LATOUT CHANGE		LAYOUT CHANGE	must of entred 3 rounds in one class to win the T plate		LAYOUT CHANGE	

Practice Day: All drivers must sign on (if under 18, a parent / legal guardian must be present) before entering the dummy grid.

Race Day: All drivers must sign on (if under 18, a parent / legal guardian must be present) before entering the dummy grid.

By "signing on", all competitors, parents and/or guardians understand and accept the risks involved on a practice or race day. It is also the responsibility of the competitor to explain the risks to anyone associated with them.

Drivers under the age of 18, must have their entry countersigned by their parent or legal guardian, who must also be present for the duration for the meeting.

It is the parent's responsibility to ensure the drivers fully understand all the rules and regulations, especially those to do with flags and fair racing.

Signing on is done through alpha.

Points & Format

The Championship table will be created by awarding points to each driver for their finishing position in each heat and final*. These are added together to give the overall winner (highest points scorer, once the drop down round has been taken into effect) over the course of the championship. Trophies will be awarded for the top 3 finishers in each class at the end of each meeting. (All Bambino drivers will receive a medal). Further trophies may be awarded at the discretion of the organisers.

*Non-Members only score points on the day to determine their final starting position. They do not score championship points.

Each round will consist of open Saturday practice, except Round 6/7 in August, in which Friday will be open practice. Sunday (with the addition of Saturday during the month of August) will consist of the following.

- 3 lap practice for transponder checks.
- 3 x random heats
- 1 x final

Timings will be announced on the Saturday evening of each meeting except for the August meeting, in which case these will be announced on the Friday evening. The randomly generated grids will be released on the day of the event (Sunday).

The final starting grid is determined on the points accumulated from the final finishing positions in each heat (after penalties have been applied). The highest points scorer will start in 1st place and so on. If there is a tie-on point, then the tie-break is determined on the final heat's finishing position.

Points will be awarded at all rounds however, drivers are allowed one (1) "drop round", which will be their lowest scoring round. Any driver that has been excluded from a race result due to a technical infringement or driving standards infringement will not be allowed to "drop" that round from their championship tally. **This does not include in-race mechanical safety exclusions.**

If the championship completes 8 rounds or less, then no "drop" round will be considered.

To receive points, drivers must complete 50% of the race distance.

The maximum score at each round is 125.

Heat Points: 1st 25, 2nd 24, 3rd 23, 4th 22,5th21,6th 20 ect.

Final Points: 1st 50,2nd 46, 3rd 42, 5th 38, 6th 34, 7th 30 ect.

Non-members do not score championship points, however, do score them for the round (to calculate points for the final). Once the meeting has concluded, the points will be reallocated for the championship table.

Please note when points are released you have 7 days to let the team know of any discrepancies, it is your responsibility to check them, once the 7 days are over the the points remain as they are.

Park Ferme / Scrutineering

Following each race and final, the top 3 and any other randomly selected kart will be directed into scrutineering for weight and technical checks so please bring basic tools.

Any driver found to be non-compliant with any technical regulations will be disqualified from the race. The Chief Scrutineer is Judge of Fact (JoF), and his / her decision is final and cannot be overturned. Any driver found to have been deliberately cheating may be handed a further penalty, ranging from a deduction in championship points to being excluded from the meeting and/or championship.

Competitors must present their kart and safety equipment (helmet, suit etc) to scrutineering prior to racing. All equipment must be in a safe condition to sue, which will be determined by the Chief Scrutineer on the day. Remember, he is Judge of Fact.

A very dim view is taken of any form of cheating. If a competitor is found to have been tampering with the engine, chassis and or tyres we will endeavor to inform all circuits/championships of your actions.

Numbers on the dummy grid are strictly limited to driver +1 assistant. Once the kart is on the floor, it is under park feme conditions and may not be worked upon without the express permission of the race director. If a race meeting is suddenly declared open for tyres, you may change the tyres **only.** (e.g., from slicks to wets), but make no set up changes to the kart. Karts should be on the floor in their dummy grid spots, at the latest of two (2) minutes before their race, or whenever the grid marshal signals. Minor work to resolve starting failures will normally be allowed.

If there is an unexpected delay, the grid marshal may signal a pause to parc ferme conditions, at which point, karts may be returned to their trollies to be worked on by the driver and their assistant. A time limit will be given and any competitors not ready to take the start will not be allowed to compete.

Once you have placed your kart on the floor, and your driver is in the kart, you must stand to the side or exit the dummy grid to allow other karts to be placed down. Any person found deliberately or unintentionally blocking karts or delaying entry to the track, their driver will be excluded from the race.

On Track Penalties

Please be advised, the table below is just a guide for the Race Director to issue penalties. At his discretion, he has the right to issue more severe penalties.

RULE/REGULATION	MINIMUM PENALTY
GAINING AN UNFAIR ADVANTAGE	5 SECOND PENALTY OR PLACE PENALTY (AT CLERKS DISCRETION)
DRIVING IN A MANOR INCOMPATIBLE WITH GENERAL SAFETY.	EXCLUSION FROM RACE OR EXCLUSION FROM MEETIN
DRIVING IN A MANOR INCOMPATIBLE WITH GENERAL SAFETY – AGGRAVATED CONTACT	EXCLUSION FROM THE MEETING OR EXCLUSION FROM T MEETING AND REFERAL TO CHAMPIONSHIP ORGANISE
DROP DOWN NOSE CONE*	5 SECOND PENALTY
CONTRAVENTION OF A FLAG SIGNAL (BEFORE OR AFTER RACE)	10 SECOND PENALTY
CONTRAVENTION OF A FLAG SIGNAL – BLACK FLAG (IGNORED MORE THAN ONCE)	EXCLUSION FROM THE MEETING
CONTRAVENTION OF A FLAG SIGNAL – QUARTER FLAG & RED FLAG	RACE EXCLUSION
CONTRAVENTION OF A FLAG SIGNAL – YELLOW FLAG	STATIONARY – 5 SECOND WAVED – 10 SECONDS

ABUSIVE LANGUAGE/BEHAVIOUR	EXCLUSION FROM THE MEETING A REFERAL TO THE CHAMPIONSHIP ORGANISERS
FALIURE TO OBEY AN OFFICIAL OF THE MEETING	EXCLUSION FROM THE MEETING AND REFERAL TO THE CHAMPIONSHIP ORGANISERS
SCRUTINEER NON-COMPLIANCE	EXCLUSION FROM RACE OR MEETING
FAILURE TO REPORT TO SCRUTINEERING	EXCLUSION FROM RACE OR MEETING

The Judicial Procedure is as follows:

The circuit marshal/observer reports the incident to the Race Director. The Race Director may also act on an incident only witnessed by himself. The Race Director reviews the incident and decides on a penalty for using the above table as a guide. **The competitor accepts the penalty, and the Race Directors decision is final.** Video evidence will not be accepted as a form of appeal.

Where necessary to uphold the integrity of the championship, the organizer's reserve the right to overrule the Race Director at any time. This is a highly unlikely occurrence, and any such decision would not be taken lightly.

Any abuse or consistent harassment to any official will not be tolerated and will result in you being excluded from the meeting.

*****Drop Down Penalties do not apply to the following classes.

- Bambino (IAME & Comer)
- Any Pro Kart Class
- Senior Open

Transponders

TKC use AMB yellow (karting) transponders. It is strongly recommended that every competitor has their own transponder. TKC has 1 case of 34 transponders available for hire at the cost of £15 per day race and a security deposit must be left (bank card, driving license). Once the allocation of hire transponders has been depleted, a social media message will be sent out via WhatsApp and Facebook.

If there is a huge demand of hire transponders, then there will be a "buddy up" system put in place where 1 transponder will be shared across 2 competitors in 2 different classes. It will be the sole responsibility of the driver to make sure the transponder is collected from their "buddy" before the start of their race. If a transponder is not fitted before the start of the race, then it will not be the timekeeper's responsibility to keep track of the driver going round. The Timekeeper will, where he/she can, put the driver in their final finishing position, but this is not guaranteed.

Transponders must be mounted to the back of the seat. If a transponder is hired, it must be secured with a proprietary bracket. The competitor will be responsible for the safe return of any hired transponder. If a transponder is not returned at the end of the racing weekend, the organisers will contact the driver who will have 1 week to ensure the return of the transponder. If the transponder is not returned, then the transponder will be deactivated, and an invoice generated for a replacement.

Safety & Misc.

All karts and protective equipment including helmets, gloves and footwear may be inspected before any practice. All karts and equipment must be scrutineered before racing commences. Number plates must be fitted front, rear and both sides and must be kept in good condition. Drivers must also display the correct number and colored plates for their class. This must have a 10mm border around the numbers.

Drivers must without delay obey all flags given by the officials. Drivers are responsible for learning all flags and their meanings before going out on circuit. If you are in doubt, please ask before racing.

In the event of a driver requiring the medical team, the Race Director will call for a red flag. The karts will be either directed straight into the pits or told to wait in a designated area on the track. Only once all karts have come to a stop will the medical team be allowed to enter the circuit. Those drivers who are attended to by the medical team will need to be clear by the Chief Medical Officer and by the Chief Scrutineer, who will check the kart in a more detail inspection and the driver's safety gear (Helmet, racing suit etc…) Only when both teams are happy for the driver to continue may he or she do so.

During racing, the centre of the track is out of bounds to all except signed on officials. Signed on parents/mechanics/guardians are permitted at the discretion of the Race Director and must wear an orange high-visibility vest.

The following list is not permitted for any parent / guardian while they are on circuit.

- **The use of timing equipment (including mobile phones).**
- **Coaching a driver from the center of the track is not permitted.**
- **The use of filming equipment.**
- **The use of radio communications (intercom – talking to the driver).**

Failure to comply may result in a race exclusion.

Recovery of karts from the track is not permitted during racing and will only be allowed at the end of the race at the discretion of the Race Director.

The following safety equipment must be worn during all practice and race sessions.

- Helmets: CIK/MSA/Snell specification racing helmets. UK road legal motorcycle helmets are not permitted.
- Suits: CIK homologated with no limits on homologated date.
- Footwear: Racing boots with ankle protection.
- Gloves: CIK/MSA/Snell racing gloves

ALL safety equipment must be in good condition with no significant damage that would reduce the item's ability to protect the driver.

It is highly recommended by the Championship organisers that all entries carry a simple first aid kit, containing plasters, medical tape, scissors, medical bandages and disinfecting spray or wipes. It is also highly recommended that all entries have access to a foam or powder fire extinguisher. Those in "team awnings" or awnings with all side covered, this must be placed near the door of entry and exit.

Please Note IF it is not in Our regulations we refer back to the gold and blue msuk books for guidance it is your responsibility to know the regulations for your class.

FLAGS SIGNALS - AN AID TO LEARNING

Flag	Message
	**Start (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.

	**Stationary** Another competitor is following closely behind. **Waved** Another competitor is trying to overtake.
	**A service car 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.
	**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.
	**Change of Surface Ahead.** This could mean there is something in the road ahead, water/oil/stones/mud on the circuit. Caution through this sector.
	**Immediately cease driving at racing speed** 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.
	**Immediately slow down** 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).

	**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.**
	**End of Race or Practice** **Slow down to a steady pace as other competitors ahead of you may still be racing. NO OVERTAKING**
	**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.**

Flag - or coloured panel for the following three signals, with competitor's number

	**A warning** Warning to the driver that his behaviour is suspect and that he may be black-flagged on further reports.
	**Notification of apparent mechanical failure or a fire** Might not be obvious to the driver. The kart concerned must call at its pits for repairs on the next lap.

The driver must stop at his pit within one lap of receiving the signal and report to the clerk of the course.

A penalty of exclusion may be enforced.

RED FLAG PROCEDURE

In the event of a red flag, all karts will 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.

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 giving instruction to form up where they are, as per their position on the full previous lap. They will then have 1 full formation lap, under the ¼ flag 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.

REMEMBER!!!

THE RED FLAG DOES NOT MEAN STOP! SLOW DOWN TO WALKING PACE AND OBEY ALL INSTRUCTIONS GIVEN BY AN OFFICAL.

Class Overview

Class	Engine	Chassis	Minimum Weight (inc Driver)	Tyres	Number Plates
IAME Bambino	IAME M1 60cc Bambino	Homologated Bambino Chassis	78KG	Heidenau T-Race UK Green Slick Tyres / Heidenau WH1 Wet Tyre	Green Background / Black Numbers

Comer Bambino	**Comer C50**	**Homologated Bambino Chassis**	**71KG**	**Le Cont MSA 04 All Weather Tyres**	**Orange Background / Black Numbers**
Honda Cadet GX160	**Honda GX160**	**Cadet 900mm or 950mm Wheelbase** **950mm Or 900mm**	**103kg**	**DRY VEGA CADETTI LIMITED 3 SETS** **WETS VEGA WM1 UNLIMTED**	**Yellow Background / RED Numbers**
Honda Cadet GX200	**Sealed Honda GX200 Pro Extreme Junior Blue tag only**		**107kg**		
Waterswift Restricted	**IAME Waterswift 60cc UK**		**100KG**		
Honda R200 (Inter)	**Honda GX200QHQ4 or QX4**		**115KG**	**MOJO C2 LIMETED TO 4 SETS** **MOJO CW UNLMITED WETS**	
INTER max	**Jag sealed rotax**		**115kg**	**Mojod2xx Wets Mojo w5**	
Waterswift Inter	**IAME Waterswift 60cc UK**		**115kg**	**Komet K2h & Komet K1-W**	
Junior Rotax	**JAG Sealed Junior Rotax**	**Homologated Recognised Chassis**	**145KG**	**Mojo D2 XX & W5**	**Red Background / White Numbers**
Senior Rotax Lights	**JAG Sealed Senior Rotax**		**162KG**	**Mojo D5's & W5**	**Blue Background / White Numbers**
Senior Rotax Heavy			**177KG**		**Green Background / White Numbers**
Senior Open	**OPEN**		**OPEN**	**OPEN**	**Yellow Background / Black Numbers**

Senior Pro Kart	**Sealed Honda GX200 RPM Extreme**	**Twin Engine Pro Kart**	**185KG**	**Dunlop SL1 (no wet tyres)**	**Red Background / White Numbers**
Modified Pro Karts	**Unsealed Honda GX160 or GX200 RPM Extreme**		**185KG**	**OPEN**	**Red Background / Black Numbers**

Class Age Requirements

IAME Bambino – Year of 6th Birthday

Comer Bambino – Year of 5th Birthday

Cadets (Honda GX160, GX200, Waterswift restricted) – Year of 8th Birthday > 31st December of the year of the 12th Birthday.

Inters (Honda R200, Waterswift) – Year of 10th Birthday* > 31st December of the year of the 13th Birthday.

Junior Rotax – From the driver's 12th birthday* > 31st December of the year of the 16th Birthday

Senior's + Pro Karts – Year of 16th Birthday. *

***Special Dispensation can be obtained to start a driver a year younger than stated only by written application to the Club's Race Director and Race Secretary.**

A1.0 Category Bambino
Class Comer Bambino
Contact Zip Kart - www.zipkart.com
A1.1 Introduction
A1.2 Chassis. Motorsport UK registered Bambino chassis only, see Appendix 1 or motorsportuk.org/resource-centre/#technical-kart.
A1.2.1 Materials. Carbon fibre, Kevlar, Magnesium, Ceramic and Titanium components are prohibited anywhere on the complete kart.
A1.2.2 Bodywork & Bumpers. As registered with the chassis. Fitment of the CIK detachable front fairing mounting kit is not a requirement. Bodywork must not be modified in any way, the fitment of a Go-Pro mount on the Nassau panel is permitted where regulations allow their use.
A1.2.3 Dimensions. At all times the rear bumper must not exceed the overall width measured to the outside of the rear wheels or tyres (whichever is greater), and the side pods may not be located outside of the plane passing through the outer edge of the rear wheel or tyre (whichever is greater). At all times there must be a minimum gap of 10mm between the sidepod and the engine starter cover.
The rear bumper must cover at least 50% of each wheel/tyre at all times.
Overall width at the rear: Maximum 1100mm.
A1.2.4 Steering. Camber/caster adjustment by any means is not permitted.
A1.3 Engine. Comer C50, the engine as raced must at all times conform in all aspects with the Motorsport UK homologation fiche. Compliance with the fiche may be checked at any time during an event. The engine numbers and seal numbers must match the information held on the UK agent's database and on the engine's official logbook. The logbook must be present at all events and can be requested by a Scrutineer at any time for confirmation of engine seal and/or serial numbers. All parts must be standard genuine Comer parts as listed on the parts list. The engine must be used with the exhaust cover fitted at all times.
To comply with Euro Environmental Regulations a new specification of engine will be available called C50Green (C50G) identified by green cylinder and crankcase seals and new parts in the Motorsport UK homologation fiche. The C50G package of cylinder, piston, crankshaft and exhaust can be fitted to existing C50 engines. All 4 C50G components must be used (except that C50G exhaust on its own can be used on C50 engine) and C50 crankcase must be fitted with a minimum of 1.00mm base gaskets. For C50G crankcase base gasket sizes are free. C50G engines identified by green seals cannot be fitted with C50 spec cylinder, piston, crankshaft and exhaust. The new C50G exhaust can be fitted to both C50 and C50G spec engines.
No addition of, or other change of material is permitted. No modifications, tuning or rectification to fiche for whatever purpose is allowed except as listed below or where expressly permitted by Motorsport UK:
(i) Repair of damaged threads with helicoils is permitted. The repair of the cylinder spark plug thread and/or coil mounting threads is not permitted.
(ii) The spark plug cap may be replaced by parts of other commercial manufacture and which must be directly equivalent.
(iii) The only spark plugs permitted are shown below; they must be unmodified and as supplied by the manufacturer, 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 colour green banding and lettering on porcelain casing of the spark plug are not permitted.

(iv) Gaskets may be trimmed for alignment of parts.
(v) If the meeting is declared wet, then a wet box (part no. ZED002) attached to the engine or chassis is permitted. The air box cannot be modified in any way to aid in the attachment of the wet box. The wet box may be modified on the open end to align with the engine contour and provide clearance for ancillaries. The wet box must be mounted in the vertical plane. In addition to the wet box a flat plastic plate of a size no greater than 22 x 22 x 0.5cm may be mounted on the chassis rails. This plate must not protrude rearward past the front engine mount. The plastic plate cannot be used without the wet box also being fitted.
(vi) The maximum length of fuel pipe from tank to carburettor is 260mm with a max OD of 9.75mm.
(vii) C50 and C50G engines must comply to a maximum ignition timing of 4.9mm before top dead centre measured with a DTI gauge. See Motorsport UK homologation fiche for measurement alignment point. The fly wheel key can be modified to achieve maximum timing.
A1.3.1Carburettor. Dell'Orto SHA 12/14 L as per the current homologation fiche. The carburettor must remain unmodified and conform in all aspects to the official homologation fiche.
An intake restrictor, part no: C050-071, must be fitted at all times, as detailed on the current homologation fiche.
A1.3.2 Engine Lubrication. Any oil specified in the current CIK-FIA list of homologated lubricants, which can be found at www.fiakarting.com.
A1.3.3 Engine Price. The retail price of the engine, when new, including carburettor, ignition, drive sprocket, clutch, ignition, intake restrictor and exhaust, when sold in the U.K. will be £595.25 + VAT. This price may be subject to a yearly increase as agreed with Motorsport UK.
A1.4 Transmission. Direct from the engine to the axle via a single length of chain. Only an 80-tooth rear sprocket may be used, unless a single other size of sprocket is specified in SRs. The internal running surface of the clutch must remain dry and free of grease, lubricant or any additional substance.
A1.4.1 Axle. As registered with the chassis. Must be fitted with circlips on the ends of the axle.
A1.4.2 Chain/Sprocket Guard. A chain/sprocket guard complying with U18.8.5 must be fitted.
A1.5 Brakes. As registered with the chassis. Mechanical system with solid disc acting on the rear axle only. Interruptions on the brake surface (drilling, grooves, slots, etc.) are permitted, radially vented discs are not permitted. A dual linkage (secondary cable) must be fitted at all times.
A1.5.1 Brake Disc Protector. Where required by the regulation, a brake disc protector in accordance with U16.10.10 must be fitted.
A1.6 Tyres. Le Cont MSA 04, all-weather tyres.
Front: 10 x 4.00 x 5, Rear 11 x 5.00 x 5.
Maximum tyre circumference: Front 820mm, rear 840mm.
The minimum tyre treads depth is 1mm at any point.
A1.6.1 Wheels. Widths measured from outside edges:
Front: 100mm min. and 115mm max.
Rear: 140mm ±2mm.
The stub axle must not protrude beyond the outside edge of the front wheel.
A1.7 General.
A1.7.1 Age. From 5th birthday to 31st December of the year of 8th birthday, subject to the conditions of U1.7 for TT and U1.7.1 for Racing. Having moved to the Cadet Category, a competitor may not revert to Bambino.
A1.7.2 Weight. Minimum 71kg, including the driver for Race events.

A1.7.3 Number Plates. Orange with black numbers (see U17.27). The numbers must be of the 'Classic 'type described in U17.27.3.
A1.7.3.1 Side pod number plates/stick-on panels must be a minimum of 16.5cm high by 7.8cm wide, with a minimum 1cm space on all sides of the numbers. Numbers must be a minimum of 13cm high, and minimum 1.5cm stroke width. They must be displayed in accordance with drawing U17.25 of Motorsport UK Yearbook section U.
A1.7.4 Data Logging. The use of data acquisition is forbidden apart from the collection of engine RPM and temperature, GPS and lap time data only. Any sensors not permitted by these regulations must be removed from the kart.
B2.0 IAME M1 Bambino UK SPECIFIC REGULATIONS Affiliation Commercial
B2.1 Engine. IAME M1 60cc U.K. two-stroke engine equipped with recoil starter, ignition, centrifugal clutch, carburettor, inlet silencer and exhaust system. The power unit, as raced must conform in all aspects with the official MSA homologation fiche and must bear the relevant official IAME markings as shown in the official homologation fiche. The machining of ANY surface is strictly prohibited. Compliance with the official homologation fiche may be checked at any time during an event, with the technical checking tools supplied by IAME. No addition of, or other change of material is permitted. No modification or tuning for whatever purpose is allowed, except for that listed in the following regulations, or where expressly permitted by the IAME UK. Where specific dimensions are not given for the engine and its supplied accessories in the official homologation fiche, the dimensions will be checked against a control engine held by the IAME UK. Procedures for taking measurements and details of measuring gauges are defined in the 'MSA Measurement Guidelines ' document available from the MSA on request. Any engine used must have its individual identification number registered with John Mills Engineering Ltd (JME).
B2.1.1 Engine Replacement Parts. The only replacement parts allowed are those supplied by IAME and listed on their parts list for the homologated engine. Replacement parts must carry the manufacturers 'part number and/or marking where applicable.
B2.1.2 Spark Plug. The only spark plugs permitted are shown below; they must be unmodified and as supplied by the manufacturer, with sealing washer in place unless a temperature sensor is fitted. Permitted spark plugs: NGK: B8EG, B9EG, B10EG, BR8EG, BR9EG, BR10EG, BR8EIX, BR9EIX, BR10EIX
B2.1.3 Bearings. Main bearing's part number 6204 C4 must be unmodified, complete with 8 steel balls and plastic cage. ORS must be used.
B2.1.4 Engine Lubrication. The only oils permitted are those specified in the current CIK list of homologated lubricants. The current list can be found on the CIK-FIA website at www.cikfia.com.
B2.1.5 Engine Management. Engine management equipment/systems are prohibited.
B2.1.6 Engine Sealing. All engines will remain unsealed in their normal use. However, the event scrutineer appointed for the meeting may reserve the right to seal any engine at any time during an event for further inspection at a later date or at their convenience.
B2.1.7 Engine Modifications. The engine must be raced in standard form as manufactured and supplied by IAME unless otherwise stated. Fixtures and fittings are free. Filing, grinding, polishing, surface treating, machining, adding or removal of material or lightening of any component, including for repair purposes, is not permitted unless otherwise stated in these regulations or unless expressly permitted by the MSA. The following minor repairs/modifications/additions are permitted: (i) Repair of damaged threads in the crankcase and/or cylinder with helicoils or timeserts. (ii) A wet-box or splashguard attached to the IAME inlet silencer, provided that it in no way modifies the shape or size of the inlet trumpet or creates a ram effect. The IAME inlet silencer cannot be modified to aid in the attachment of a wet-box or splashguard and the attachment must be of a non-permanent type, e.g. tape or cable ties. (iii) Decals applied on the engine side covers (part no:EA 10310) and on the inlet silencer. (iv) Modification of the chain guard upper edge to prevent fouling on the chain. (v) Use of throttle linkage (part no: 12-1219) with slot. (vi) Use of optional O-ring seal (part no: A-60565) and needle cage (part no: B-55598) for the clutch assembly. (vii) The addition of protective material to the HT-lead. (viii) Use of a maximum of two base gaskets (part nos: EBP-85045, EBP-85046 or EBP-

85046-A) and/or a maximum of four head shims (part nos: A-61047 or A-61048), in any combination. (ix) Honing of the cylinder. (x) Shortening of the HT lead, but the length of the lead must not be less than 230mm. Cutting and re-joining of the lead is not permitted. The following repairs/modifications/additions are specifically not permitted: (i) Painting of the cylinder head or cylinder. (ii) Repair of the cylinder head spark plug thread. (iii) Repair of any of the fins, however the engine can be used with any fins in their broken form. (iv) Any device mounted on the kart to aid in the cooling of the engine is strictly prohibited, unless stated on the MSA homologation fiche.
B2.1.8 Engine Eligibility. The checking of the combustion chamber volume must be carried out as described in the Official homologation fiche with TQF oil and using a digital burette. The checking of the squish must be done along the centreline axis of the gudgeon pin, at the smallest point, a maximum of three times.
B2.1.9 Engine Price. The retail price of the engine, when new, including the carburettor, ignition, clutch, engine sprocket and complete exhaust system when sold in the U.K. will be £899 + VAT.
B2.2 Exhaust. Exhaust with part no. EH-04011 must be used. The exhaust system and silencer must not be modified in any way and must comply at all times with the official homologation fiche. The use of heat shield part no EH-05011 is mandatory.
B2.2.1 Exhaust Restrictor. The exhaust restrictor plate as defined in the official homologation fiche must be in place at all times. The restrictor must be as manufactured by IAME and supplied by JME and must comply with the official homologation fiche, no modifications are permitted. One single exhaust restrictor gasket either side (part no: A-61360) must be used. The use of any additional gasket is prohibited. All exhaust gases must pass through the restrictor. As per B1.4.2, IAME UK reserves the right to amend the maximum diameter of the restrictor orifice during the year, with a minimum notice period of 2 weeks.
B2.3 Carburettor. Tillotson HS- 325, laser marked 'IAME'. The carburettor must remain unmodified and conform in all aspects to the official MSA homologation fiche. Two inlet gaskets (part no: A-61822), one on each side of the thermal block, must be used. The use of any additional gasket is prohibited... Any parts fitted must be original parts as shown on the spare parts list in the official homologation fiche and must remain unmodified. The only gasket set permitted is the orange type as supplied as new (part no: DG15 hs). The paddle spring is free but must be the original Tillotson part and remain unmodified. Only one inlet tension spring may be fitted at any time, and it must be an original Tillotson part as listed on the official homologation fiche and remain unmodified.
B2.3.1 Inlet Silencer. The inlet silencer (part no: EG-03010) must be used unmodified as supplied by IAME for the M1 60cc U.K. engine.
B2.4 Transmission. Direct from the engine to the rear axle via a single length of chain. The clutch must be as supplied by IAME for the M1 60cc U.K. engine and must comply at all times with the official homologation fiche. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance.
B1.0 Category Cadet
Class All Cadet (general regulations)
Contact Motorsport UK - www.motorsportuk.org
B1.1 Introduction. Racing class from 8 years of age – or year of 8th birthday with defined experience. Chassis, brakes and engines are homologated with Motorsport UK. Details of homologation requirements are available from Motorsport UK.
B1.2 Chassis. Motorsport UK homologated or registered Cadet chassis only. The chassis must remain as homologated or registered in all respects and may only be subject to Motorsport UK approved modifications for safety reasons. A chassis manufacturer will be permitted to homologate or register one chassis model for any period (normally three years) and validity will last for a total of three successive periods (normally nine years). The current period for chassis and brakes commenced 1.1.2023; the next period will commence 1.1.2025. A full list of current homologated and registered chassis is included in Appendix 1.

Chassis homologated or registered in 2023 onwards: Must comply with the following Articles from the current CIK-FIA Technical Regulations (except where specified otherwise in specific Class Regulations):
• 2 - 2.3.2 • 4.1 - 4.12.3
• 2.5 - 2.8 • 10.1.1 - 10.5.5
Chassis homologated in 2017 or 2020: Must comply with 2022 Motorsport UK Cadet Regulations B1.3 (except where specified otherwise in specific Class Regulations).
B1.2.1 Eligibility. The complete chassis in its homologated or registered form, with accessories and equipment as homologated or registered and the engine as supplied by the manufacturer (or importer where applicable) are the only combination which will be allowed to race. The registered manufacturer may apply for changes to accessories, such as brakes, on the grounds of safety. Such changes will only be acceptable with the written approval of Motorsport UK.
B1.3 Engine. See Class specific regulations.
B1.3.1 Engine Modifications. The use of a single in-line fuel filter is permitted.
B1.3.2 Performance Restrictions. Motorsport UK reserves the right at any time to vary any performance restriction in any Cadet Class.
B1.4 Transmission. Direct from the engine to the axle via a single length of chain. All methods of chain oiling and greasing while the kart is in motion are forbidden. A guard must be fitted covering the transmission in compliance with Motorsport UK Yearbook regulations (see U18.8.4 and U18.8.5).
B1.4.1 Axle. Chassis homologated or registered in 2023 onwards: Must comply with current CIK-FIA Technical Regulations – Article 10.2 (except where specified otherwise in specific Class Regulations).
Chassis homologated in 2017 or 2020: Must comply with 2022 Motorsport UK Cadet Regulations B1.5.1 (except where specified otherwise in specific Class Regulations).
B1.5 Brakes. Motorsport UK homologated Cadet brake system only.
B1.6 Wheels. Chassis homologated or registered in 2023 onwards: Must comply with current CIK-FIA Technical Regulations – Article 4.13-4.14 (except where specified otherwise in specific Class Regulations).
Chassis homologated in 2017 or 2020: Must comply with 2022 Motorsport UK Cadet Regulations B1.7 (except where specified otherwise in specific Class Regulations).
B1.7 General. The practice of lifting karts on the dummy grid or start line while the engine is running is prohibited.
B1.7.1 Weight. See Class specific regulations below for minimum class and driver weights.
B1.7.2 Height. See Class specific regulations.
B1.7.3 Number Plates. See Class specific regulations.
B1.7.4 Age. From the 8th birthday to the 31st of December of the year of the 12th birthday. Exceptionally, a driver with the required Motorsport UK Bambino experience may enter the class from the calendar year of their 8th birthday subject to U15.1 and provided they meet a minimum height of 125cm (without helmet). Individual Class Regulations may vary, but only within the upper and lower limits set here.

2.0 Category Cadet

Class IAME Water Swift (restricted)

Contact John Mills Engineering – www.iame.co.uk.
B2.1 Introduction. This class endeavours to provide performance approaching that of the comparable current Cadet classes, combined with low running costs and low noise levels, the engine can be changed from Cadet to Inter by removal of a simple exhaust restrictor. It is expected that the class will continue to evolve, and the promoters reserve the right, with the agreement of Motorsport UK, to alter the technical regulations to ensure safety of drivers, fairness of competition, economy and the wishes of competitors and changes of specifications from IAME agreed by Motorsport UK. Enquiries to John Mills Engineering Ltd PF International Kart Circuit, Brandon, Grantham, Lincolnshire NG32 2AY Tel:01636 626424.

B2.2 Engine. IAME Water Swift 60cc U.K. two-stroke engine equipped with electric start, ignition, centrifugal clutch, carburettor, inlet silencer and exhaust system. The Water Swift (restricted) adheres to the main Water Swift Inter fiche plus the Cadet supplement. The power unit, as raced must conform in all aspects with the official Motorsport UK homologation fiche and must bear only the 'new' relevant official IAME markings as shown in the Motorsport UK homologation fiche. The machining of ANY surface is strictly prohibited. Compliance with the Motorsport UK homologation fiche may be checked at any time during an event, with the technical checking tools supplied by IAME. No addition of, or other change of material is permitted. No modification or tuning for whatever purpose is allowed, except for that listed in the following regulations, or where expressly permitted by Motorsport UK. Where specific dimensions are not given for the engine and its supplied accessories in the Motorsport UK homologation fiche, the dimensions will be checked against a control engine held by Motorsport UK. Any engine used must have its individual identification number registered with John Mills Engineering Ltd (JME). Only engines with serial numbers beginning with a numerical are permitted (engine numbers beginning with a letter are not permitted).

B2.2.1 Engine Replacement Parts. The only replacement parts allowed are those supplied by IAME and listed on their parts list for the Motorsport UK homologated engine. Replacement parts must carry the manufacturers' part number and/or marking where applicable.

B2.2.2 Spark Plug. The only spark plugs permitted are shown below; they must be unmodified and as supplied by the manufacturer, with original sealing washer in place. Permitted spark plugs:
NGK: B8EG, B9EG, B10EG, BR8EG, BR9EG, BR10EG, BR8EIX, BR9EIX, BR10EIX
The insulator must not exceed the spark plug thread, the length of the thread itself must be max. 18.5 mm (CIK technical regulations Appendix 5).

B2.2.3 Bearings. Main bearing's part number 6204 C4 must be unmodified, complete with 8 steel balls and plastic cage. ORS or SKF can be used. Shims can be added behind the main roller bearings to reach the correct axial play. All bearings not reporting the correct and clearly visible classification number, as described in the present regulations, are expressively forbidden.

B2.2.4 Engine Lubrication. The only oils permitted are those specified in the current CIK list of homologated lubricants, the current list can be found on the CIK website at www.fiakarting.com.

B2.2.5 Engine Management. Engine management equipment/systems are prohibited.

B2.2.6 Engine Sealing. All engines will remain unsealed in their normal use. However, a Motorsport UK licensed scrutineer appointed to the meeting may reserve the right to seal any engine at any time during an event for further inspection at a later date or at their convenience.

B2.2.7 Engine Modifications. The engine must be raced in standard form as manufactured and supplied by IAME unless otherwise stated. Fixtures and fittings are free. Filing, grinding, polishing, surface treating, machining, adding or removal of material or lightening of any component, including for repair purposes, is not permitted unless otherwise stated in these regulations or unless expressly permitted by Motorsport UK. The following minor repairs/modifications/additions are permitted:
(i) Repair of damaged threads in the crankcase and/or cylinder with helicoils or timeserts.
(ii) A wet-box or splashguard attached to the IAME inlet silencer, provided that it in no way modifies the shape or size of the inlet trumpet or creates a ram effect. The IAME inlet silencer cannot be modified to aid in the attachment of a wet-box or splashguard and the attachment must be of a non-permanent type, e.g. tape or cable ties.
(iii) Decals applied on the engine side and on the inlet silencer.
(iv) Modification of the chain guard upper edge to prevent fouling on the chain.
(v) The addition of protective material to the HT-lead.
(vi) Honing of the cylinder.
(vii) Shortening of the HT lead, but the length of the lead must not be less than 230mm. Cutting and re-joining of the lead is not permitted.
The following repairs/modifications/additions are specifically not permitted:
(i) Painting of the cylinder head or cylinder.

(ii) Repair of the cylinder head spark plug thread.
(iii) Any device mounted on the kart to aid in the cooling of the engine is strictly prohibited, unless stated on the Motorsport UK homologation fiche.
B2.2.8 Engine Eligibility. The checking of the combustion chamber volume must be carried out as described in the Motorsport UK homologation fiche with TQF oil and using a digital burette. The checking of the squish must be done along the centreline axis of the gudgeon pin, at the smallest point, a maximum of three times. 1.6mm or 1.5mm solder must be used and conform to the engine fiche.
B2.2.9 Ignition Unit. All parts, including the plug cap (from PVL or Selettra), must be unmodified as manufactured by Selettra, p.n IAME A-61951 and coil p.n. IAME A-61955 and as supplied by IAME. The rotor location key must be unmodified and have minimum thickness of 1.95mm. Scrutineers at any time during the Meeting have the right to request a part or full controlled ignition system to be fitted. The battery must be fixed to the chassis and connected to the ignition system at all times.
B2.2.10 Cylinder. Must remain strictly original with security pin and markings. Base gaskets are free but must remain strictly original IAME parts (part no's: EBP-85045, EBP-85046 or EBP-85046-A) in any combination. No head gaskets are permitted.
B2.3 Exhaust. Exhaust with part no. A-61715 must be used. The exhaust system and silencer must not be modified in any way and must comply at all times with the Motorsport UK homologation fiche. The use of a jubilee clip to secure the end silencer screws is permitted. The use of any coating or plating is not permitted. Exhaust temperature probes are permitted and must only be used on unmodified IAME exhausts originally supplied with temperature probe fitting as detailed in the Motorsport UK homologation fiche.
B2.3.1 Exhaust Restrictor. The exhaust flange restrictor as defined in the Motorsport UK homologation fiche must be in place at all times. The restrictor must be as manufactured by IAME and supplied by JME and must comply with the Motorsport UK homologation fiche, no modifications are permitted. One single exhaust restrictor gasket (part no: A-60360) must be used. The use of any additional gasket is prohibited. All exhaust gases must pass through the restrictor.
B2.4 Carburettor. Tillotson HW-47A laser marked 'IAME'. The carburettor must remain unmodified and conform in all aspects to the official Motorsport UK homologation fiche. Two inlet gaskets (part no: A-61822) and one thermal block (part no: A-61819C) are mandatory and must be in compliance and in the same order as indicated on the engine fiche. The use of any additional gasket is prohibited. Any parts fitted must be original parts as shown on the spare parts list in the Motorsport UK homologation fiche and must remain unmodified. The only repair gasket set permitted is p.n DG3-HW & RK6-HW. The paddle spring is free, only one inlet tension spring may be fitted at any time, and it must be an original Tillotson part as listed on the Motorsport UK homologation fiche and remain unmodified.
B2.4.1 Inlet Silencer. The inlet silencer p.n. IAME A-61742 must be used unmodified as supplied by IAME for the Water Swift engine with CSAI 01/SA/14 homologation. The use of a gauze filter on the inlet trumpet is permitted. The rubber manifold connecting the inlet silencer to the carburettor can be installed in either way, it must be in compliance with the size indicated on the fiche. If the manifold with sponge air filter is used, the sponge must be intact and the whole must be in compliance with the size indicated on the fiche.
B2.5 Transmission. The clutch must be as supplied by IAME for the Water Swift engine and must comply at all times with the Motorsport UK homologation fiche. Only IAME original Z10, Z11, Z12 or Z13 sprockets can be used. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance. Use of O-ring seal (part no: A-60565) and needle cage (part no: B-55598) for the clutch assembly is mandatory.
B2.6 Cooling System. Only one radiator p.n. T-8601 must be used and it must be fitted to the left-hand side of the kart, using standard hoses and connectors . The water pump – plastic or aluminium as supplied by IAME – must be mounted to the chassis driven via pulley from the rear axle. The radiator, pump, axle pulley, radiator, hoses and support brackets must be as supplied by IAME.

Extra joints in the water hoses are permitted to aid fitment to the chassis. The use of an inline temperature sensor is allowed but must use the blue aluminium IAME fitting without thermostat. The use of a radiator blind or wind shield as supplied by Newline is permitted.
B2.7 Weight. Minimum 100kg, including the driver. Minimum driver weight as per U17.29.6 is 26kg.
B2.8 Number Plates. Yellow with black numbers (see U17.27). The numbers must be of the 'Classic' type as described in U17.27.3.
B2.9 General. An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident. The start and stop buttons must be mounted on the battery box using brackets supplied.
B2.9.1 Fasteners and Attachments. The use of alternative fasteners, washers, hose clips, fuel line is allowed unless otherwise specified. The use of an additional earth strap is allowed. The use of additional air box support brackets and/or radiator support brackets is allowed, providing the fitting of these does not necessitate modification of the original components.
B2.9.2 Data Logging. Data logging is permitted, data logging systems with or without memory may be used. Global Navigation Satellite System reception is permitted. It is only permitted to take readings from a maximum of 5 channels. The rpm, may only be recorded via a sensor on the HT-lead to sense spark plug pulses. The HT-lead must remain a single length from ignition coil to spark plug cap. The fitting of these sensors is only permitted providing there is no modification to the original engine components.
B3.0 Category Cadet
Class Honda Cadet GX200
Contact Anderson-CSK Motorsport - www.andersonkarts.com
B3.1 Materials. The following materials are specifically prohibited anywhere on the kart: Kevlar, carbon fibre (except for chain guards and floor tray), ceramic, magnesium and titanium.
B3.2 Steering. Camber/caster adjustment is permitted by means of a single, solid eccentric on the top face of each yoke. It is permissible to use up to two fixing screws per adjuster to maintain its position. The offset of the king pin from its standard position must not exceed 2mm therefore the diameter of the hole in the yoke may not exceed a size 4mm greater than the king pin.
B3.3 Dimensions. Overall rear width:
Chassis homologated or registered in 2023 onwards: 1125mm maximum.
Chassis homologated in 2017 or 2020: 1200mm maximum.
B3.4 Engine. The following engine types are permitted:
One Honda engine of the 'GX200 QHQ4' or 'GX200 QX4' designation, fully sealed as authorised by Anderson-CSK Motorsport. GX200 engine types are subject to a maximum power and torque graph and must comply with the Motorsport UK engine homologation fiche.
For Clubs wishing to continue to permit the previous GX160 engine, see: motorsportuk.org/ resource-centre/#technical-kart
Honda will not accept warranty claims on engines used in any practice or racing capacity.
B3.4.1 Engine Modifications. No modification to the sealed unit outside of the Motorsport UK homologation fiche is permitted.
B3.4.2 Fuel. It is not permitted to have any additives or lubricant in the fuel, otherwise as U16.17.
B3.4.3 Transmission. Only the Magnum with white springs and heavy shoes or Max Torque 20 Tooth clutch is permitted.
B3.4.4 Carburettor. Main Jet size: 75 only. Emulsion tube 16166-Z4M-922 must be used.
B3.5 Weight. Minimum **107kg, i**ncluding the driver. Minimum driver weight as per U17.29.6 is 27kg
B3.6 Number Plates. Yellow with RED numbers (see U17.27). The numbers must be of the 'Classic' type as described in U17.27.3.
C1.0 Category Inter
Class All Inter (general regulations)
Contact Motorsport UK – www.motorsportuk.org

C1.1 Introduction. Racing class from 10 years of age – or year of 10th birthday with defined experience. Chassis, brakes and engines are homologated with Motorsport UK. Details of homologation requirements are available from Motorsport UK.
C1.2 Chassis. Motorsport UK homologated or registered Inter chassis only. The chassis must remain as homologated or registered in all respects and may only be subject to Motorsport UK approved modifications for safety reasons. A chassis manufacturer will be permitted to homologate or register one chassis model for any period (normally three years) and homologations or registrations will last for a total of three successive periods (normally nine years). The current period for chassis and brakes commenced 1.1.2023; the next period will commence 1.1.2025. A full list of current homologated and registered chassis is included in Appendix 1.
Karts must comply with the following Articles from the current CIK-FIA Technical Regulations (except where specified otherwise in specific Class Regulations and in agreement with Motorsport UK):
• 2 - 2.3.2
• 2.5 - 2.8
• 4.1 – 4.12.3
• 10.1.1 - 10.5.5
C1.2.1 Eligibility. The complete chassis in its homologated or registered form, with accessories and equipment as homologated or registered and the engine as supplied by the manufacturer (or importer where applicable) are the only combination which will be allowed to race. The registered manufacturer may apply for changes to accessories, such as brakes, on the grounds of safety. Such changes will only be acceptable with the written approval of Motorsport UK.
C1.3 Engine. See Class specific regulations.
C1.3.1 Engine Modifications. The use of a single in-line fuel filter is permitted.
C1.3.2 Performance Restrictions. Motorsport UK reserves the right at any time to vary any performance restriction in any Inter Class.
C1.4 Transmission. Direct from the engine to the axle via a single length of chain. All methods of chain oiling and greasing while the kart is in motion are forbidden. A guard must be fitted covering the transmission in compliance with Motorsport UK Yearbook regulations (see U18.8.4 and U18.8.5).
C1.4.1 Axle. Must comply with current CIK-FIA Technical Regulations – Article 10.2 (except where specified otherwise in specific Class Regulations).
C1.5 Brakes. Motorsport UK homologated Inter brake system only, operating on the rear axle only. The brake linkage must be duplicated.
C1.6 Wheels. Must comply with current CIK-FIA Technical Regulations – Article 4.13-4.14 (except where specified otherwise in specific Class Regulations).
C1.6.1 Tyres. See Class specific regulations.
C1.7 General. The practice of lifting karts on the dummy grid or start line while the engine is running is prohibited.
C1.7.1 Weight. See Class specific regulations for minimum class and driver weights.
C1.7.2 Height. See Class specific regulations.
C1.7.3 Number Plates. See Class specific regulations.
C1.7.4 Age. From the 10th birthday to the 31st December of the year of the 13th birthday.
C2.0 Category Inter
Class IAME Water Swift
Contact John Mills Engineering – www.iame.co.uk
C2.1 Introduction. This class endeavours to provide performance approaching that of the comparable current Inter classes, combined with low running costs and low noise levels, the engine can be changed from Cadet to Inter by removal of a simple exhaust restrictor. It is expected that the class will continue to evolve and the promoters reserve the right, with the agreement of Motorsport UK, to alter the technical regulations to ensure safety of drivers, fairness of competition, economy and the wishes of competitors and changes of specifications from IAME agreed by Motorsport UK.

Enquiries to John Mills Engineering Ltd PF International Kart Circuit, Brandon, Grantham, Lincolnshire NG32 2AY Tel:01636 626424.

C2.2 Engine. IAME Water Swift 60cc U.K. two-stroke engine equipped with electric start, ignition, centrifugal clutch, carburettor, inlet silencer and exhaust system. The power unit, as raced must conform in all aspects with the official Motorsport UK homologation fiche and must bear the relevant official IAME markings as shown in the Motorsport UK homologation fiche. The machining of ANY surface is strictly prohibited. Compliance with the Motorsport UK homologation fiche may be checked at any time during an event, with the technical checking tools supplied by IAME. No addition of, or other change of material is permitted. No modification or tuning for whatever purpose is allowed, except for that listed in the following regulations, or where expressly permitted by Motorsport UK. Where specific dimensions are not given for the engine and its supplied accessories in the Motorsport UK homologation fiche, the dimensions will be checked against a control engine held by Motorsport UK. Any engine used must have its individual identification number registered with John Mills Engineering Ltd (JME).

C2.2.1 Engine Replacement Parts. The only replacement parts allowed are those supplied by IAME and listed on their parts list for the Motorsport UK homologated engine. Replacement parts must carry the manufacturers part number and/or marking where applicable.

C2.2.2 Spark Plug. The only spark plugs permitted are shown below; they must be unmodified and as supplied by the manufacturer, with original sealing washer in place. Permitted spark plugs:
NGK: B8EG, B9EG, B10EG, BR8EG, BR9EG, BR10EG, BR8EIX, BR9EIX, BR10EIX
The insulator must not exceed the sparkplug thread the length of the thread itself must be max. 18.5 mm. (CIK technical regulations Appendix 5).

C2.2.3 Bearings. Main bearings part number 6204 C4 must be unmodified, complete with 8 steel balls and plastic cage. ORS or SKF can be used. Shims can be added behind the main roller bearings to reach the correct axial play. All bearings not reporting the correct and clearly visible classification number, as described in the present regulations, are expressively forbidden.

C2.2.4 Engine Lubrication. The only oils permitted are those specified in the current CIK list of homologated lubricants, the current list can be found on the CIK website at www.fiakarting.com.

C2.2.5 Engine Management. Engine management equipment/systems are prohibited.

C2.2.6 Engine Sealing. All engines will remain unsealed in their normal use. However, a Motorsport UK licensed scrutineer appointed to the meeting may reserve the right to seal any engine at any time during an event for further inspection at a later date or at their convenience.

C2.2.7 Engine Modifications. The engine must be raced in standard form as manufactured and supplied by IAME unless otherwise stated. Fixtures and fittings are free. Filing, grinding, polishing, surface treating, machining, adding or removal of material or lightening of any component, including for repair purposes, is not permitted unless otherwise stated in these regulations or unless expressly permitted by Motorsport UK.

The following minor repairs/modifications/additions are permitted:

(i) Repair of damaged threads in the crankcase and/or cylinder with helicoils or timeserts.

(ii) A wet-box or splash-guard attached to the IAME inlet silencer, provided that it in no way modifies the shape or size of the inlet trumpet or creates a ram effect. The IAME inlet silencer cannot be modified to aid in the attachment of a wet-box or splash-guard and the attachment must be of a non-permanent type, e.g. tape or cable ties.

(iii) Decals applied on the engine side and on the inlet silencer.

(iv) Modification of the chain guard upper edge to prevent fouling on the chain.

(v) The addition of protective material to the HT-lead.

(vi) Honing of the cylinder.

(vii) Shortening of the HT lead, but the length of the lead must not be less than 230mm. Cutting and re-joining of the lead is not permitted.

The following repairs/modifications/additions are specifically not permitted:

(i) Painting of the cylinder head or cylinder.

(ii) Repair of the cylinder head spark plug thread.
(iii) Any device mounted on the kart to aid in the cooling of the engine is strictly prohibited, unless stated on the Motorsport UK homologation fiche.
C2.2.8 Engine Eligibility. The checking of the combustion chamber volume must be carried out as described in the Motorsport UK homologation fiche with TQF oil and using a digital burette. The checking of the squish must be done along the centreline axis of the gudgeon pin, at the smallest point, a maximum of three times. 1.6mm or 1.5mm solder must be used and conform to the engine fiche.
C2.2.9 Ignition Unit. All parts, including the plug cap (from PVL or Selettra), must be unmodified as manufactured by Selettra, p.n IAME A-61951 and coil p.n. IAME A-61955 and as supplied by IAME. The rotor location key must be unmodified and have minimum thickness of 1.95mm. Scrutineers at any time during the Meeting have the right to request a part or full controlled ignition system to be fitted. The battery must be fixed to the chassis and connected to the ignition system at all times.
C2.2.10 Cylinder. Must remain strictly original with security pin and markings. Base gaskets are free, but must remain strictly original IAME parts (part no.s: EBP-85045, EBP-85046 or EBP-85046-A) in any combination. No head gaskets are permitted.
C2.3 Exhaust. Exhaust with part no. A-61715 must be used. The exhaust system and silencer must not be modified in any way and must comply at all times with the Motorsport UK homologation fiche. The use of a jubilee clip to secure the end silencer screws is permitted. The use of any coating or plating is not permitted. Exhaust temperature probes are permitted and must only be used on unmodified IAME exhausts originally supplied with temperature probe fitting as detailed in the Motorsport UK homologation fiche.
C2.3.1 Exhaust Manifold. The exhaust manifold p.n. IAME A-61365 as defined in the Motorsport UK homologation fiche must be in place at all times. The manifold must be as manufactured by IAME and supplied by JME and must comply with the Motorsport UK homologation fiche, no modifications are permitted. One single exhaust gasket (part no: A-60360) must be used. The use of any additional gasket is prohibited. All exhaust gases must pass through the manifold.
C2.4 Carburettor. Tillotson HW-31A laser marked 'IAME'. The carburettor must remain unmodified and conform in all aspects to the official Motorsport UK homologation fiche. Three inlet gaskets (part no: A-61822), two thermal blocks p.n IAME A-60819 & IAME A-61819A, are mandatory and must be in compliance and in the same order as indicated on the engine fiche. The use of any additional gasket is prohibited. Any parts fitted must be original parts as shown on the spare parts list in the Motorsport UK homologation fiche, and must remain unmodified. The only repair gasket set permitted is p.n DG1-HW & RK7-HW. The paddle spring is free, only one inlet tension spring may be fitted at any time and it must be an original Tillotson part as listed on the Motorsport UK homologation fiche and remain unmodified.
C2.4.1 Inlet Silencer. The inlet silencer p.n. IAME A-61742 must be used unmodified as supplied by IAME for the Water Swift engine with CSAI 01/SA/14 homologation. The use of a gauze filter on the inlet trumpet is permitted. The rubber manifold connecting the inlet silencer to the carburettor can be installed in either way, it must be in compliance with the size indicated on the fiche. If the manifold with sponge air filter is used, the sponge must be intact and the whole must be in compliance with the size indicated on the fiche.
C2.5 Transmission. The clutch must be as supplied by IAME for the Water Swift engine and must comply at all times with the Motorsport UK homologation fiche. Only IAME original Z10, Z11, Z12 or Z13 sprockets can be used. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance. Use of O-ring seal (part no: A-60565) and needle cage (part no: B-55598) for the clutch assembly is mandatory.
C2.6 Cooling System. Only one radiator p.n. T-8601 must be used and it must be fitted to the left-hand side of the kart, using standard hoses and connectors . The water pump – plastic or aluminium as supplied by IAME – must be mounted to the chassis driven via pulley from the rear axle. The radiator, pump, axle pulley, radiator, hoses and support brackets must be as supplied by IAME.

Extra joints in the water hoses are permitted to aid fitment to the chassis. The use of an inline temperature sensor is allowed but must use the blue aluminium IAME fitting without thermostat. The use of a radiator blind or wind shield as supplied by Newline is permitted.
C2.7 Tyres.Dry:KOMET K1D-M 10 x 4.00-5 fronts, 11 x 5.00-5 rears
Wet:KOMET K1D-W 10 x 4.00-5 fronts, 11 x 5.00-5 rears
Tyres must be fitted with the correct direction of rotation.
C2.8 Weight. Minimum 110kg, including the driver. Minimum driver weight as per U17.29.6 is 31kg.
C2.9 Number Plates. Yellow with black numbers (see U17.27). The numbers must be of the 'Classic' type as described in U17.27.3.
C2.10 General. An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident. The start and stop buttons must be mounted on the battery box using brackets supplied.
C2.10.1 Fasteners and Attachments. The use of alternative fasteners, washers, hose clips, fuel line is allowed unless otherwise specified. The use of an additional earth strap is allowed. The use of additional air box support brackets and/or radiator support brackets is allowed, providing the fitting of these does not necessitate modification of the original components.
C2.10.2 Data Logging. Data logging is permitted, data logging systems with or without memory may be used. Global Navigation Satellite System reception is permitted. It is only permitted to take readings from a maximum of 5 channels. The rpm, may only be recorded via a sensor on the HT-lead to sense spark plug pulses. The HT-lead must remain a single length from ignition coil to spark plug cap. The fitting of these sensors is only permitted providing there is no modification to the original engine components.
C3.0 Category Inter
Class Honda Inter
Contact Anderson-CSK Motorsport – www.andersonkarts.com
C3.1 Introduction. A fully controlled and balanced category for the younger driver and the logical next step from Honda Cadet. This class will hone driver skills while keeping costs under control.
C3.2 Materials. The following materials are specifically prohibited anywhere on the kart: Kevlar, carbon fibre (except for chain guards and floor tray), ceramic, magnesium and titanium.
C3.3 Dimensions. Overall rear width: 1125mm maximum.
C3.4 Engine. One Honda engine with a slide carburettor of the 'GX200QHQ4' or 'GX200 QX4'(known as the 'R200' variant) fully sealed as authorised by Anderson-CSK motorsport. Seals must remain intact at all times. This engine type is subject to a maximum power and torque graph.
Every engine must have its own identity card showing the unique engine number and seal number. The engine must be presented at scrutineering along with identity card.
The only allowable modifications/additions are those in compliance with the Motorsport UK homologation fiche, which is available at motorsportuk.org/resource-centre/#technical-kart.
Honda will not accept warranty claims on engines used in any practice or racing capacity
C3.4.1 Engine Modifications. No modification to the sealed engine outside of the Motorsport UK homologation fiche is permitted.
No modification to the Carburettor or Inlet Manifold outside of the Motorsport UK homologation fiche is permitted.
C3.4.2 Spark Plug. Spark plugs must be standard and unmodified (and with the original sealing gasket washer in place) from the following list only, no other can be used, unless subsequently notified of change of item. Electrode gap measurement is free. If using BP6ES then spark plug cap must be original Honda item and have resistor in place, when using BPR6ES (with resistor in place), cap is free.
Permitted spark plugs: NGK BPR6ES or BP6ES**.**
C3.4.3 Fuel. It is not permitted to have any additives or lubricant in the fuel, otherwise as U16.17.
C3.5 Transmission. **Only the Magnum 20 or 22 Tooth clutch is permitted.**
C3.6 Tyres.Dry:Dunlop SL3-MSUK. Front 10 x 3.6 x 5, Rear 11 x 5 x 5. Barcoded.

C3.61 JETS:MAIN JET 105 PILOT JET 32 ONLY STANDARD AND UNMODIFIED
C3.62 AIRFILTER R200 K&N AIR FILER ONLY
TYRES DRY MOJO C2 LIMETED 4 SETS WETS MOJO CW UNLIMITED SETS
C3.7 Weight. Minimum 115KG, including the driver. Minimum driver weight as per U17.29.6 is 33kg.
C3.8 Number Plates. Yellow with RED numbers (see U17.27). The numbers must be of the 'Classic' type as described in U17.27.3.
B4.0 Category Cadet
Class Rotax Micro Cadet
Contact JAG (UK) Ltd - www.jagrotax.co.uk
B4.1. Introduction. A restricted version of the 125 Junior Max to give the younger driver the opportunity to race
Rotax Max. The promoters reserve the right, with the agreement of the ASN, to alter the technical regulations
to ensure safety of drivers, fairness of competition, economy and the wishes of competitors and changes of
specifications from Rotax agreed by the ASN. Enquiries to JAG (UK) Ltd, Unit 6 Mid Sussex Business Park,
Folders Lane East, Ditchling, Hassocks, Sussex BN6 8SE. Tel. 01444 243112.
B4.2. Engine. The only engine permitted in this class is the Rotax 125 Micro Cadet with restrictors, from engine
number 8626234. The Micro Cadet adheres to the current Motorsport UK Rotax Max Technical Regulations.
The cylinder is to be of non-Power Valve type. The engine is a single cylinder, liquid cooled, reed valve two
stroke. All engines must be sealed between cylinder, crankcases, cylinder head and the reed valve block with
an official seal to prevent modification. All seals must be crimped with the official Rotax crimping tool part
No.276 110. Each end of the sealing wire must only pass through the seal once.
All engines are issued with an official identity card. It is the competitor's responsibility to ensure the numbers
inscribed on the engine and seal correspond with those on the identity card at all times. Only authorised
dealers will be issued with seals for use during maintenance of the engines. The identity card must be filled in
and signed by an authorised dealer. The engine must be presented at scrutineering with the official class seal
intact and the identity card should be lodged with the scrutineer if requested. The card should be collected
by the competitor at the end of the race meeting. The identity card should be available for inspection by the
scrutineers at any time during the race meeting if requested.
Should a seal become damaged, loose or lost during racing it must be reported to the meeting's scrutineer
before leaving parc fermé. To allow the competitor to continue racing the scrutineer may at their discretion
re-seal the engine with an official ASN seal. The new seal no. must be entered in the engine's identity card
and signed by the scrutineer, plus their licence number. The engine must be taken to an official dealer with the
ASN seal intact to be re-sealed with an official class seal before competing at the next race meeting.

B4.2.1 Modifications. Neither the engine nor any of its ancillaries may be modified in any way. "Modified"
is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and/or omission of parts and/or material from the engine package assembly unless specifically allowed within these regulations or the current Motorsport UK Rotax Max Technical Regulations. The adjustment of elements specifically designed for that purpose shall not be classified as modifications, i.e. carburettor and exhaust valve adjustment screws.
UNLESS IT STATES THAT YOU CAN DO IT YOU CANNOT!
The engine must be raced in standard form as manufactured and supplied by Rotax unless otherwise stated. Filing, grinding, polishing, surface treating, machining or lightening of any component is forbidden unless otherwise stated. The addition of material to any component is not allowed unless otherwise stated. All parts used in or on this engine must be of original manufacture or source as supplied by Rotax for the 125 Micro Cadet unless otherwise stated. The engine is to be used with air box, carburettor, fuel pump, radiator, wiring loom, ignition system and exhaust system as supplied by Rotax unless otherwise stated. Position and method of mounting the battery, wiring loom, exhaust system are free providing they are securely fixed to the satisfaction of the meeting's scrutineers and in accordance with the NCR. Filing of crankcase to allow easy fitting of water connection is allowed. Fitting of thread inserts or repair damaged threads is allowed, except for the spark plug thread in the cylinder head insert, providing such repairs are not used to derive any benefit other than rectification of damage.
Minor damage to the cylinder or crankcase may be repaired by welding but only to restore the component to the original specification.
Motorsport UK Karting Yearbook 2025 Section B - Cadet 20
The use of thermal barrier coatings/ceramic coatings on or in the engine or exhaust system is not allowed. Replacement connectors to repair wiring loom are permitted. Repairs to starter motor are also allowed.
B4.2.2 Exhaust Restrictor. Exhaust restrictor (Part No. 273197) must be in place at all times. Restrictors
must be as supplied by JAG (UK) Ltd and comply with the current Motorsport UK Rotax Max Technical Regulations, no modifications allowed. Exhaust flange restrictor, 16.00mm maximum round bore, all exhaust gases must pass through this restrictor.
In addition the throttle body restrictor (Rotax Part No. 267536) must be installed in the rear of the carburettor and in the correct orientation at all times. Illustration of this can be found in the current Motorsport UK Rotax Max Technical Regulations.
B4.2.3 Carburettor. Dellorto VHSB 34 XS.
All parts of the carburettor including the body are to be unmodified and run as supplied by Rotax. The carburettor must have VHSB 34 (cast in body) XS (stamped on body). All parts must comply with the current Motorsport UK Rotax Max Technical Regulations. The only adjustments allowed are the main jet, external air screw, throttle stop adjustment screw, and needle position on the five grooves provided.
Needle jet DP267. Choke jet 60. Idle jet 60, idle jet emulsion tube 45. Needle K57. Float needle valve 150. Slide 45. Floats 4.0gr. The venturi insert must have 12.5 stamped on the top.
Throttle cable and adjusters are free. It is permitted to use a single length of vent tube looped across the two air vents of the carburettor with a hole or slot cut in the side of the vent tube at the top of the
loop.
FLOAT LEVER ARM HEIGHT: Using the ROTAX gauge (Part No:277 400), the float arms must both fit between the gauge slot without touching. The carburettor must be upside down on a horizontal flat
surface. The gauge must sit on the metal body of the carburettor without gasket.

B4.2.4 Fuel Pump. Only Mikuni – Fuel Pump DF 44-210 may be used. The fuel pump must be fitted to the bottom side of the standard air box bracket. Only a single length of pulse tube from crankcase connector to fuel pump may be used.
A single fuel line may be fitted between the fuel pump and carburettor. Rotax in line fuel filter (Part No. 274161) must be used and fitted between fuel tank and fuel pump.
An Internal fuel tank filter is also permitted. No restrictors, fuel returns or additional reservoirs are permitted.
B4.2.5 Intake Silencer. Only Type 2 may be used.
The Intake Silencer/Airbox must be used unmodified as supplied by Rotax for the 125 Micro Cadet engine with its filter and all component parts including support bracket in place.
The two halves of the airbox must be securely screwed together using 4 M6 screws. All 4 screws must be sufficiently tightened to securely clamp the two halves of the airbox together. Intake silencer
tube and airbox-to-carburettor socket must be marked with “ROTAX”. In all conditions the air box MUST be positioned with inlet trumpets to the bottom of the box. The air box must be securely fitted
in a manner to prevent rotation.
Motorsport UK Karting Yearbook 2025 Section B - Cadet 21
B4.2.6 Exhaust System. Only Rotax 125 Micro exhaust (Part no. 273136) may be used. The exhaust system may not be modified in any way except for the pop rivets securing the silencer end plate may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed. It is permitted to paint the exhaust system with black paint. The use of any other coating or plating is not allowed. It is permitted to make minor repairs by welding or brazing to the exhaust system providing there are no alterations to the original dimensions.
It is permitted to weld/braze a socket (at a distance of 50-80mm from the ball joint) on the top of the
exhaust system for measuring the exhaust gas temperature.
B4.2.7 Radiator. The radiator must be fitted to the right-hand side of the engine using standard hoses and
connections as supplied by Rotax. Only Micro/Mini Radiator Part no. 295923 is permitted. The use of alternative hose clips and screw fixings are permitted. Blanking of the radiator is free providing it does not necessitate the modification of the original components other than simple attachment. Minor repairs to the radiator are allowed.
B4.2.8 Ignition Unit. EVO Dellorto ignition system must use the system in its entirety which comprises of
ignition coil, SENIOR MAX ECU (Part no. 666 815), mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the current Motorsport UK Rotax Max Technical Regulations. Battery clamp (battery box) must be mounted on the left side of the chassis, next to the seat. Only YUASA YT7B-BS (with or without Rotax branding) or ROTAX LiFePO4 battery may be used.
B4.2.9 Spark Plug. The only spark plugs permitted are as listed below, and must be unmodified with sealing washer in place. 1.20mm pin gauge must not fit between the two electrodes:
NGK GR8DI, GR9DI
Other makes/types may be added to this list by JAG (UK) Ltd, details will be published in official bulletin.
B4.3. Transmission. The clutch must be as supplied by Rotax for the 125 Micro Cadet. The internal running
surface of the clutch must remain dry and free of grease or lubricant or any additional substance. The engine
clutch must be triggered at 4000 rpm maximum and make the kart and driver move forward.

All sprockets must have 14 teeth and must use a 15 x 19 x 17 needle cage bearing and O-ring seal. The rear
sprocket must have 80 teeth unless otherwise specified in the Championship Regulations or SRs, or varied by
official bulletin.
B4.4. Weight. Minimum 105kg, including the driver. Minimum driver weight as per NCR Ch.18 App.8 Art.31.8 is
28kg.
B4.5. Number Plates. Yellow with black numbers (see NCR Ch.18 App.8 Art.30). The numbers must be of the
'Classic' type as described in NCR Ch.18 App.8 Art.30.9.
B4.6. Age. From the 8th birthday to the 31st December of the year of the 11th birthday. Exceptionally, a driver with
the required ASN Bambino experience may enter the class from the calendar year of their 8th birthday subject
to NCR Ch.18 Art.9 and provided they meet a minimum height of 125cm (without helmet).
B4.7. General. An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in
the event of an incident.
B4.7.1 Fasteners and Attachments. The use of alternative fasteners, washers, hose clips, fuel and pulse
line is allowed unless otherwise specified. The use of additional air box support brackets, radiator support brackets, coil-mounting brackets, chain and clutch guards is allowed providing the fitting of these does not necessitate modification of the original components.
B4.7.2 Data logging. Data logging is permitted, data logging systems with or without memory may beused. Global Navigation Satellite System reception is permitted. It is only permitted to take readings
of engine rpm, engine water temperature, exhaust gas temperature, speed of 1 wheel, an X/Y accelerometer, lap times and split lap times. The engine water temperature sensor may only be fitted in the position provided in the cylinder head cover for this attachment. The rpm may only be recorded via a sensor on the HT lead to sense spark plug pulses. The HT lead must remain a single length from ignition coil to spark plug cap. The fitting of these sensors is only permitted providing there is no modification to the original engine components. Connection of the data logger system to the starter battery is permitted. Further to NCR Ch.18 App.8 Art.34.11, where an auxiliary data logger battery is used this must be securely fitted in a suitable location on the lower Nassau panel bracket.

D2.0 Category Junior
D2.1 Class Rotax Junior Max
Contact J.A.G. Engineering – www.jagrotax.co.uk
D2.2 Introduction. This class endeavours to provide an affordable high performance racing kart class combined with low running costs and low noise levels. It is expected that the class will continue to evolve and the promoters reserve the right, with the agreement of Motorsport UK, to alter the technical regulations to ensure safety of drivers, fairness of competition, economy and the wishes of competitors and changes of specifications from Rotax agreed by Motorsport UK. Enquiries to J.A.G. Engineering, Unit 6 Mid Sussex Business Park, Folders Lane East, Ditchling, Hassocks, Sussex BN6 8SE. Tel. 01444 243112.
D2.3 Chassis. Any chassis conforming to Motorsport UK Yearbook regulations.
D2.4 Engine. The only engine permitted in this class is the Rotax FR125 JUNIOR MAX.

The Junior Max adheres to the Senior Rotax FR125 Max fiche plus extensions for the Junior including the cylinder differences. The cylinder is to be of non-Power Valve type. The engine is a single cylinder, liquid cooled, reed valve two stroke. All engines must be sealed between cylinder, crankcases, cylinder head and the reed valve block with an official seal to prevent modification. All seals must be crimped with the official Rotax crimping tool (Part No: 276 110). Each end of the sealing wire must only pass through the seal once.
All engines are issued with an official identity card. It is the competitor's responsibility to ensure that the numbers inscribed on the engine and seal must correspond with those on the identity card at all times Only authorised dealers will be issued with seals for use during maintenance of the engines. The identity card must be filled in and signed by an authorised dealer. The engine must be presented at scrutineering with the official class seal intact and the identity card lodged with the scrutineer. The card must be collected by the competitor at the end of the race meeting. (At club race meetings it is not compulsory for competitors to lodge the identity card with the scrutineers. The identity card must be available for inspection by the scrutineers at any time during the race meeting.) Should a seal become damaged, loose or lost during racing it must be reported to the meeting's scrutineer before leaving parc ferme. To allow the competitor to continue racing the scrutineer may at their discretion re-seal the engine with an official Motorsport UK seal. The new seal No. must be entered in the engine's identity card and signed by the scrutineer, plus their licence number. The engine must be taken to an official dealer with the Motorsport UK seal intact to be re-sealed with an official class seal before competing at the next race meeting.
D2.4.1 Modifications. Neither the engine nor any of its ancillaries may be modified in any way. "Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and/or omission of parts and/or material from the engine package assembly unless specifically allowed within these regulations or the official Motorsport UK fiche. The adjustment of elements specifically designed for that purpose shall not be classified as modifications, i.e. carburettor and exhaust valve adjustment screws.
UNLESS IT STATES THAT YOU CAN DO IT YOU CANNOT!!!
The engine must be raced in standard form as manufactured and supplied by Rotax unless otherwise stated. Filing, grinding, polishing, surface treating, machining or lightening of any component is forbidden unless otherwise stated. The addition of material to any component is not allowed unless otherwise stated. All parts used in or on this engine must be of original manufacture or source as supplied by Rotax for the FR125 Max unless otherwise stated. The engine is to be used with air box, carburettor, fuel pump, radiator, wiring loom, ignition system and exhaust system as supplied by Rotax unless otherwise stated. Position and method of mounting the battery, wiring loom and exhaust system are free unless otherwise stated providing they are securely fixed to the satisfaction of the meeting's scrutineers and in accordance with Motorsport UK Yearbook regulations. Filing of crankcase to allow easy fitting of water connection is allowed. Fitting of helicoils and inserts to repair damaged threads is allowed, except for the spark plug thread in the cylinder head insert, providing such repairs are not used to derive any benefit other than rectification of damage.
Minor damage to the cylinder or crankcase may be repaired by welding but only to restore the component to the original specification.
The use of thermal barrier coatings/ceramic coatings on or in the engine or exhaust system is not allowed. Replacement connectors to repair wiring loom are permitted. Repairs to starter motor are also allowed.
D2.4.2 Carburettor. Dell'orto VHSB 34 QD, QS or XS.
All parts of the carburettor including the body are to be unmodified and run as supplied by Rotax. The carburettor must have VHSB 34 (cast in body) QD, QS or XS (stamped on body). All parts must comply with the official fiche. The only adjustments allowed are the main jet, external air screw, throttle stop adjustment screw, and needle position on the five grooves provided.

QD and QS carburettor: Needle jet atomiser FN 266. Choke jet 60. Idle jet 30, idle jet emulsion tube 30. Needle K27 or K98. Float needle valve 150. Slide 40. Floats 5.2gr. Atomiser Type 2. Alternative idle jet 60, idle jet emulsion tube 60, and 3.6gr floats may be used. Idle jets, idle jet emulsion tubes and floats may not be mixed and only used in one of the two following combinations:- Combination 1: Idle jet 30, idle jet emulsion tube 30, floats 5.2gr; Combination 2: idle jet 60, idle jet emulsion tube 60, floats 3.6gr. The venturi must have 34 cast and 12.5 or 8.5 stamped on the top of the venturi.
XS carburettor: Needle jet DP267. Choke jet 60. Idle jet 60, idle jet emulsion tube 45. Needle K57. Float needle valve 150. Slide 45. Floats 4.0gr. The venturi insert must have 12.5 stamped on the top.
Throttle cable and adjusters are free. It is permitted to use a single length of vent tube looped across the two air vents of the carburettor with a hole or slot cut in the side of the vent tube at the top of the loop.
FLOAT LEVER ARM HEIGHT: Using the ROTAX gauge (Part No: 277 400), the float arms must both fit between the gauge slot without touching. The carburettor must be upside down on a horizontal flat surface. The gauge must sit on the metal body of the carburettor without gasket.
D2.4.3 Fuel Pump. Only Mikuni – Fuel Pump DF 44-210 may be used. The fuel pump must be fitted to the bottom or side of the standard air box bracket. Only a single length of pulse tube from crankcase connector to fuel pump may be used. Only a single length of fuel line from fuel pump to carburettor may be used. An in-line fuel filter as supplied by Rotax must be used between the fuel tank and fuel pump. An Internal fuel tank filter is also permitted. No restrictors, fuel returns or additional reservoirs are permitted.
D2.4.4 Intake Silencer. Only Type 2 may be used.
The Intake Silencer/Airbox must be used unmodified as supplied by Rotax for the FR125 Max engine with its filter and all component parts including support bracket in place.
The two halves of the airbox must be securely screwed together using 4 M6 screws. All 4 screws must be sufficiently tightened to securely clamp the two halves of the airbox together.
Intake silencer tube and airbox-to-carburettor socket must be marked with “ROTAX”.
In all conditions the air box MUST be positioned with inlet trumpets to the bottom of the box. The air box must be securely fitted in a manner to prevent rotation.
D2.4.5 Exhaust System. Only TYPE B or EVO exhaust may be used. The exhaust system and silencer may not be modified in any way except for the pop rivets securing the silencer end plate may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed. It is permitted to paint the exhaust system with black paint. The use of any other coating or plating is not allowed. It is permitted to make minor repairs by welding or brazing to the exhaust system providing there are no alterations to the original dimensions.
EVO exhaust system with separate silencer with 90° elbow outlet. EVO silencer must use perforated silencer tube and end plate with 90° elbow outlet. Gasket ring must be fitted between exhaust system and silencer. Type B exhaust system must use perforated silencer tube and end plate with straight outlet.
It is permitted to weld/braze a socket (at a distance of 50-80mm from the ball joint) on the top of the exhaust system for measuring the exhaust gas temperature.
D2.4.6 Cooling System. The radiator must be fitted to the right hand side of the engine using standard hoses and connections as supplied by Rotax. Engines using the thermostat cooling system must use the system in its entirety which comprises of thermostat head cover, radiator, radiator cap, radiator hoses, steel crankcase water hose connecting tube and radiator bracket. It is permitted to use the thermostat cooling system with or without the thermostat in place. The use of alternative hose clips and screw fixings are permitted. Blanking of the radiator is free providing it does not necessitate the modification of the original components other than simple attachment. Minor repairs to the radiator are allowed.
D2.4.7 Ignition Unit. Digital battery ignition system. Variable ignition timing. No adjustments possible. As supplied by Rotax. The ignition coil must have three pin connection. The ignition coil must be mounted by means of two original rubber mounting blocks or equivalent to the gearbox

cover. In the case of chassis component interference with the original mounting position it is permitted to relocate the ignition coil by the use of an extension bracket. The extension bracket must be attached to the original gearbox cover mounting holes. The minimum length of HT lead permitted is 210mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be as described on the official Motorsport UK fiche. Ignition switch can be either On-Off type, or Automatic fuse type. Any make of lead acid battery is permitted provided it is of the same specification as supplied by Rotax for the FR125MAX 12v/6.5Ah, 12V/7.2Ah or 12v/9Ah. FIAMM-GS type FG20651, FG20722, FGHL20722, FGH20902, YUASA YT7B-BS or YT7B and ROTAX BATTERY FX7-12B. ONLY the ROTAX lithium iron phosphate battery RX7-12L, RX-12B or LiFePO4, or Rotax lithium battery 12V/4Ah may be used as an alternative to lead acid batteries. The ignition pick up must be marked with the numbers 029600-0710, followed by a variable production code on the 2nd line.
EVO Dell'orto ignition system: Ignition coil with separate ECU. The minimum length of HT lead permitted is 210mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be marked with "NGK TB05EMA", or alternative red rubber version marked "NGK", as described on the official Motorsport UK fiche. Engines using the EVO Dell'orto ignition system must use the system in its entirety which comprises of ignition coil, ECU, mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the Motorsport UK fiche. Battery clamp (battery box) must be mounted on the left side of the chassis, next to the seat. Only YUASA YT7B-BS (with or without Rotax branding), or ROTAX RX7-12B, RX7-12L or LiFePO4 (lithium-ion phosphate type) may be used with EVO Dell'orto ignition system.
D2.4.8 Spark Plug. The only spark plugs permitted are as listed below and must be unmodified with sealing washer in place:
Denso IW27, IW29, IW31. NGK GR8D1 or GR9D1.
Other makes/types may be added to this list by J.A.G.; details will be published in official bulletin.
D2.5 Transmission. Direct from the engine to the rear axle via a single length of chain. The clutch must be as supplied by Rotax for the FR125 MAX. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance. The engine clutch must be triggered at 4000 rpm maximum and make the kart and Driver move forward. The clutch must be in direct drive (and 100% engaged) at 6,500 rpm. See U18.8. A bar test may also be used to test clutch engagement, parameters to be advised.
All sprockets must use a 15 x 19 x 17 needle cage bearing and O-ring seal except in the case of an 11 tooth sprocket. An 11 tooth sprocket must be fitted with a plain bearing and an O-ring seal.
D2.6 Brakes. Hydraulic disc brake operating on rear wheels only.
D2.7 Tyres. Dry:MOJO D2XX 'CIK-Option', with barcode 10.0 x 4.50-5 front. 11.0 x 7.10-5 rear.
Wet: MOJO W5 'CIK Rain' with barcode 10.0 x 4.50-5 front. 11.0 x 6.00-5 rear
Tyres must be fitted to run in the correct direction of rotation, as indicated by the arrow on the sidewall of the tyre.
D2.8 General. An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident.
D2.8.2 Weight. Minimum of 145kg including driver at all times. Minimum driver weight as per U17.29.6 is 40kg.
D2.8.3 Number Plates. Red with white numbers. U17.27 applies.
D2.8.4 Age. 12th birthday to 31st December of the year of 16th birthday.
D2.8.5 Non-Technical Items. The use of alternative fasteners, washers, hose clips, fuel and pulse line is allowed unless otherwise specified. The use of additional and/or alternative earth straps is allowed. The use of additional air box support brackets, radiator support brackets, coil-mounting brackets, chain and clutch guards is allowed providing the fitting of these does not necessitate modification of the original components.

D2.9 Data Logging. Data logging is permitted; data logging systems with or without memory may be used. Global navigation satellite system reception is permitted. It is only permitted to take readings of engine rpm, engine water temperature, exhaust gas temperature, speed of 1 wheel, an X/Y accelerometer, lap times and split lap times. The engine water temperature sensor may only be fitted in the position provided in the cylinder head cover for this attachment. The rpm, may only be recorded via a sensor on the HT lead to sense spark plug pulses. The HT lead must remain a single length from ignition coil to spark plug cap. The fitting of these sensors is only permitted providing there is no modification to the original engine components.

E2.0 Category Senior – Non-Gearbox

E2.1 Class Rotax Senior Max

Contact J.A.G. Engineering – www.jagrotax.co.uk

E2.2 Introduction. This class endeavours to provide an affordable high performance racing kart class combined with low running costs and low noise levels. It is expected that the class will continue to evolve and the promoters reserve the right to alter the technical regulations at short notice to ensure safety of drivers, fairness of competition, economy and the wishes of competitors and changes of specifications from Rotax agreed by Motorsport UK. Enquiries to J.A.G. Engineering, Unit 6 Mid Sussex Business Park, Folders Lane East, Ditchling, Hassocks, Sussex BN6 8SE. Tel. 01444 243112.

E2.3 Chassis. Any chassis conforming to Motorsport UK Yearbook regulations.

E2.4 Engine. The only engine permitted in this class is the Rotax FR125 MAX. This engine is a single cylinder, liquid cooled, reed valve two stroke. All engines must be sealed between cylinder, crankcases, cylinder head and the reed valve block with an official seal to prevent modification. All seals must be crimped with the official Rotax crimping tool part no. 276 110. Each end of the sealing wire must only pass through the seal once.

All engines must be sealed between cylinder and crankcases with an official seal to prevent modification. All engines are issued with an official identity card. It is the competitor's responsibility to ensure the numbers inscribed on the engine and seal correspond with those on the identity card at all times. Only authorised dealers will be issued with seals for use during maintenance of the engines. The identity card must be filled in and signed by an authorised dealer. The engine must be presented at scrutineering with the official class seal intact and the identity card lodged with the scrutineer. The card must be collected by the competitor at the end of the race meeting. (At club race meetings it is not compulsory for competitor's to lodge the identity card with the scrutineers. The identity card must be available for inspection by the scrutineers at any time during the race meeting). Should a seal become damaged, loose or lost during racing it must be reported to the meeting's scrutineer before leaving parc ferme. To allow the competitor to continue racing the scrutineer may at their discretion re-seal the engine with an official Motorsport UK seal. The new seal No. Must be entered in the engine's identity card and signed by the scrutineer, plus their licence number. The engine must be taken to an official dealer with Motorsport UK seal intact to be re-sealed with an official class seal before competing at the next race meeting.

E2.4.1 Modifications. Neither the engine nor any of its ancillaries may be modified in any way. "Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and/or omission of parts and/or material from the engine package assembly unless specifically allowed within these regulations or the official Motorsport UK fiche. The adjustment of elements specifically designed for that purpose shall not be classified as modifications, i.e. carburettor and exhaust valve adjustment screws.

UNLESS IT STATES THAT YOU CAN DO IT YOU CANNOT!!!

The engine must be raced in standard form as manufactured and supplied by Rotax unless otherwise stated. Filing, grinding, polishing, surface treating, machining or lightening of any component is forbidden unless otherwise stated. The addition of material to any component is not allowed unless otherwise stated. All parts used in or on this engine must be of original manufacture or source as

supplied by Rotax except where expressly allowed. The engine is to be used with air box, carburettor, fuel pump, radiator, wiring loom, ignition system and exhaust system as supplied by Rotax for the FR125 Max unless otherwise stated. Position and method of mounting the battery, wiring loom and exhaust system are free unless otherwise stated providing they are securely fixed to the satisfaction of the meeting's scrutineers and in accordance with Motorsport UK Yearbook regulations. Filing of crankcase to allow easy fitting of water connection is allowed. Fitting of helicoils and inserts to repair damaged threads is allowed, except for the spark plug thread in the cylinder head insert, providing such repairs are not used to derive any benefit other than rectification of damage.
Minor damage to the cylinder or crankcase may be repaired by welding but only to restore the component to the original specification.
The use of thermal barrier coatings/ceramic coatings on or in the engine or exhaust system is not allowed. Replacement connectors to repair wiring loom are permitted. Repairs to starter motor are also allowed.
E2.4.2 Carburettor. Dell'orto VHSB 34 QD, QS or XS.
All parts of the carburettor including the body are to be unmodified and run as supplied by Rotax. The carburettor must have VHSB 34 (cast in body) QD, QS or XS (stamped on body). All parts must comply with the official fiche. The only adjustments allowed are the main jet, external air screw, throttle stop adjustment screw, and needle position on the five grooves provided.
QD and QS carburettor: Needle jet atomiser FN 266. Choke jet 60. Idle jet 30, idle jet emulsion tube 30. Needle K27 or K98. Float needle valve 150. Slide 40. Floats 5.2gr. Atomiser Type 2. Alternative idle jet 60, idle jet emulsion tube 60, and 3.6gr floats may be used. Idle jets, idle jet emulsion tubes and floats may not be mixed and only used in one of the two following combinations:- Combination 1: Idle jet 30, idle jet emulsion tube 30, floats 5.2gr; Combination 2: idle jet 60, idle jet emulsion tube 60, floats 3.6gr. The venturi must have 34 cast and 12.5 or 8.5 stamped on the top of the venturi.
XS carburettor: Needle jet DP267. Choke jet 60. Idle jet 60, idle jet emulsion tube 45. Needle K57. Float needle valve 150. Slide 45. Floats 4.0gr. The venturi insert must have 12.5 stamped on the top.
Throttle cable and adjusters are free. It is permitted to use a single length of vent tube looped across the two air vents of the carburettor with a hole or slot cut in the side of the vent tube at the top of the loop.
FLOAT LEVER ARM HEIGHT: Using the ROTAX gauge (Part No:277 400), the float arms must both fit between the gauge slot without touching. The carburettor must be upside down on a horizontal flat surface. The gauge must sit on the metal body of the carburettor without gasket.
E2.4.3 Fuel Pump. Only Mikuni – Fuel Pump DF 44-210 may be used. The fuel pump must be fitted to the bottom or side of the standard air box bracket. Only a single length of pulse tube from crankcase connector to fuel pump may be used. Only a single length of fuel line from fuel pump to carburettor may be used. An in-line fuel filter as supplied by Rotax must be used between the fuel tank and fuel pump. An Internal fuel tank filter is also permitted. No restrictors, fuel returns or additional reservoirs are permitted.
E2.4.4 Intake Silencer. Only Type 2 may be used.
The Intake Silencer/Airbox must be used unmodified as supplied by Rotax for the FR125 Max engine with its filter and all component parts including support bracket in place.
The two halves of the airbox must be securely screwed together using 4 M6 screws. All 4 screws must be sufficiently tightened to securely clamp the two halves of the airbox together.
Intake silencer tube and airbox-to-carburettor socket must be marked with "ROTAX".
In all conditions the air box MUST be positioned with inlet trumpets to the bottom of the box. The air box must be securely fitted in a manner to prevent rotation.
E2.4.5Exhaust System. Only Type B or EVO exhaust may be used. The exhaust system and silencer may not be modified in any way except for the addition of brackets to allow easy fitting. The pop rivets securing the silencer end plate may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed. These modifications are allowed providing there is no

benefit in performance. It is permitted to paint the exhaust system with black paint. The use of any other coating or plating is not allowed. It is permitted to make minor repairs by welding or braising to the exhaust system providing there are no alterations to the original dimensions.
EVO exhaust system with separate silencer with 90° elbow outlet. EVO silencer must use perforated silencer tube and end plate with 90° elbow outlet. Gasket ring must be fitted between exhaust system and silencer. Type B exhaust system must use perforated silencer tube and end plate with straight outlet.
It is permitted to weld/braze a socket (at a distance of 50-80mm from the ball joint) on the top of the exhaust system for measuring the exhaust gas temperature.
E2.4.5.1 Exhaust valve. Pneumatic exhaust valve must only be used in conjunction with the Denso ignition system. The EVO electronic exhaust valve must only be used in conjunction with the EVO Dell'orto ignition system.
E2.4.5.2 Exhaust valve protection plate. In accordance with the official fiche.
E2.4.6 Radiator. The radiator must be fitted to the right hand side of the engine using standard hoses and connections as supplied by Rotax. Engines using the thermostat cooling system must use the system in its entirety which comprises of thermostat head cover, radiator, radiator cap, radiator hoses, steel crankcase water hose connecting tube and radiator bracket. It is permitted to use the thermostat cooling system with or without the thermostat in place. The use of alternative hose clips and screw fixings are permitted. Blanking of the radiator is free providing it does not necessitate the modification of the original components other than simple attachment. Minor repairs to the radiator are allowed.
E2.4.7 Ignition Unit. Digital battery ignition system. Variable ignition timing. No adjustments possible. As supplied by Rotax. The ignition coil must have three-pin connection. The ignition coil must be mounted by means of two original rubber mounting blocks or equivalent to the gearbox cover. In the case of chassis component interference with the original mounting position it is permitted to relocate the ignition coil by the use of an extension bracket. The extension bracket must be attached to the original gearbox cover mounting holes. The minimum length of HT lead permitted is 210 mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be marked with "NGK TB05EMA" or alternative red rubber version marked "NGK" or "ROTAX", as described on the official Motorsport UK fiche. Ignition switch can be either On-Off type, or Automatic fuse type. Any make of lead acid battery is permitted provided it is of the same specification as supplied by Rotax for the FR125MAX 12v/6.5Ah, 12V/7.2Ah or 12v/9Ah. FIAMM-GS type FG20651, FG20722, FGHL20722, FGH20902, YUASA YT7B-BS or YT7B and ROTAX BATTERY FX7-12B. ONLY the ROTAX lithium iron phosphate battery RX7-12L, RX-12B or LiFePO4, or Rotax lithium battery 12V/4Ah may be used as an alternative to lead acid batteries. The ignition pick up must be marked with the numbers 029600-0710, followed by a variable production code on the 2nd line.
EVO Dell'orto ignition system: Ignition coil with separate ECU. The minimum length of HT lead permitted is 210mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be marked with "NGK TB05EMA", or alternative red rubber version marked "NGK", as described on the official Motorsport UK fiche. Engines using the EVO Dell'orto ignition system must use the system in its entirety which comprises of ignition coil, ECU, mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the Motorsport UK fiche. Battery clamp (battery box) must be mounted on the left side of the chassis, next to the seat. Only YUASA YT7B-BS (with and without Rotax branding) or ROTAX RX7-12B, RX7-12L or LiFePO4 (lithium-ion phosphate type) may be used with EVO Dell'orto ignition system.
E2.4.8 Spark Plug. The only spark plugs permitted are as listed below and must be unmodified with sealing washer in place:
Denso IW27, IW29, IW31. NGK GR8D1 or GR9D1.
Other makes/types may be added to this list by J.A.G.; details will be published in official bulletin.

E2.5 Transmission. Direct from the engine to the rear axle via a single length of chain. The clutch must be as supplied by Rotax for the FR125 MAX. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance. The engine clutch must be triggered at 4000 rpm maximum and make the kart and Driver move forward. The clutch must be in direct drive (and 100% engaged) at 6,500 rpm. See U18.8. A bar test may also be used to test clutch engagement, parameters to be advised.
All sprockets must use a 15 x 19 x 17 needle cage bearing and O-ring seal except in the case of an 11 tooth sprocket. An 11 tooth sprocket must be fitted with a plain bearing and an O-ring seal.
E2.6 Brakes. Hydraulic disc brake operating on rear wheels only.
E2.7 Tyres. Dry: MOJO D5 'CIK-Prime' with barcode 10.0 x 4.50-5 front. 11.0 x 7.10-5 rear.
Wet: MOJO W5 'CIK Rain' with barcode 10 x 4.50-5 front. 11 x 6.00-5 rear
Tyres must be fitted with the correct direction of rotation, as indicated by the arrow on the sidewall of the tyre.
E2.8 General. An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident.
E2.8.1 Weight. Minimum of 162kg including driver at all times. Minimum driver weight for any driver under the age of 16 as per U15.4.1 is 52kg.
E2.8.2 Number Plates. Blue with white numbers. U17.27 applies.
E2.8.3 Non-Technical Items. The use of alternative fasteners, washers, hose clips, fuel and pulse line is allowed unless otherwise specified. The use of additional and/or alternative earth straps is allowed. The use of additional air box support brackets, radiator support brackets, coil-mounting brackets, chain and clutch guards is allowed providing the fitting of these does not necessitate modification of the original components.
E2.8.4 Age. The Class is open to any driver from the year that he/she achieves their 16th birthday, subject to 1.8.2 and U15.4.1. Having moved into a Motorsport UK Senior Class he/she may not revert to a Junior Class.
E2.9 Data Logging. Data logging is permitted, data logging systems with or without memory may be used. Global Navigation Satellite System reception is permitted. It is only permitted to take readings of engine rpm, engine water temperature, exhaust gas temperature, speed of 1 wheel, an X/Y accelerometer, lap times and split lap times. The engine water temperature sensor may only be fitted in the position provided in the cylinder head cover for this attachment. The rpm, may only be recorded via a sensor on the HT lead to sense spark plug pulses. The HT lead must remain a single length from ignition coil to spark plug cap. The fitting of these sensors is only permitted providing there is no modification to the original engine components.

E2.10 ROTAX SENIOR MAX/177
Minimum weight limit of 177kg including driver at all times. The driver must, in full racing equipment, weigh a minimum of 80kg at all times, weighed in accordance with U17.29.6. In all other respects the class must follow Formula Rotax 125 Max regulations.
E2.10.1 Number Plates. Green plates with white numbers. U17.27 applies.
E2.11 ROTAX SENIOR MAX/177 MASTERS
Minimum weight limit of 177kg including driver at all times. In all other respects the class must follow Formula Rotax 125 Max regulations.
E2.11.1 Number Plates. Green plates with white numbers and white stripe under the numbers. U17.27 applies.
Pro Karts
Driver Eligibility

- Driver should be over 16 years old i. No upper age limit applies
- b. Drivers, when weighed together with the kart [including kit] i. Honda 200 Extremes 185kg

Kart Eligibility

- Chassis Twin Pro Kart minimum 1040 to maximum 1080mm length chassis

i. Chassis must be from a recognised kart manufacturer
ii. The chassis should be in good condition with no cracks etc.
iii. The chassis must be of a one-piece construction
iv. Only one chassis is permitted per round unless agreed by the officials that a chassis is too damaged to continue to be safe.

Engine

- RPM Honda 200 Extreme engine 1. 2 x RPM Pro Extreme 200 sealed engines with 1 continuous engine seal as supplied by RPM that is complete and untampered with. a. From 01.02.2022 engines must have a logbook supplied by RPM which is available online for the scrutineer to carry out further checks
- DEP exhaust – engines can be run with or without a DEP exhaust
- Any engine changes during a race should be by prior agreement with a race official with designated responsibility at that race meeting.
- In all cases, we will refer to RPM rules governing the 200 Extreme engines
- RPM may choose to make changes to these ruled at any time which may affect the eligibility of the engines. We will aim to allow a maximum of one meeting for competitors to meet any changes.
- Honda 160 engines are to be run as per the technical regulations aid out by ABKC version 12 regulations

Axel

- 30mm hollow or solid magnetic metal only 1. A circlip must be placed at each end of the axel to prevent hub loss

Brakes

- Fitted to the rear axle only
- Metal brake disc only 1. Drilled or vented disc allowed
- Brake safety wire must be fitted in case of failure iv. A calliper with the maximum of four pistons may be fitted with two per side of the disc, may be used

Gearing

- Gearing is open
- Sprocket guards must be used
- 219 chain only

Wheels

- Mono Aluminium or MAG wheels 1. Front wheels must have a maximum width [bead to bead] of 132mm 2. Rear slick rims must be a minimum of 180 mm [bead to bead], to a maximum of 214mm.

Tyres

- Dunlop SL1 only for all conditions
- NO WET TYRES WILL BE ALLOWED FOR PRO KARTS
- Tyres must not be CUT
- Tyres must not be altered in any way
- Tyres must not have any chemicals applied to soften or modify the tyres in any way
- Tyre warmers or any device designed to put heat in the tyres must not be used

Steering column

- Must have a collar fitted to secure it to the kart if the bottom bolt fails.

Throttle

- Throttle return springs must be fitted to both the carburettor and pedal

Bodywork

- Side pods must be fitted and should not exceed the width of the rear tyres 1. Should be securely attached to the chassis 2. If you're running them 'lose' additional tie wraps should be in place to prevent loss.
- Nassau panels [and bigfoots are allowed by agreement only due to exceptional circumstances]
- Rear bumper should be metal or plastic approved bumper
- The rear bumper must be secured at two points
- The rear bumper must cover 50% of each rear tyre as a minimum
- All bodywork should be securely attached to the kart at all times with mechanical fixings, the use of r-clips and circlips where indicated is a must and a scrutineering failure if they are not in place.

Numbers

- Numbers of a standard format should be displayed on the front, rear and side pods.
- All numbers should match and be the number you have signed on with or been allocated.
- Numbers should clearly be displayed on the Nassau panel, in a plain coloured panel in a contrasting colour and should not form part of a design.

Class	Engine	Chassis	Minimum Weight (inc Driver)	Tyres	Number Plates
IAME Bambino	IAME M1 60cc Bambino	Homologated Bambino Chassis	78KG	Heidenau T-Race UK Green Slick Tyres / Heidenau WH1 Wet Tyre	Green Background / Black Numbers
Comer Bambino	Comer C50	Homologated Bambino Chassis	71KG	Le Cont MSA 04 All Weather Tyres	Orange Background / Black Numbers
Honda Cadet GX160	Honda GX160	Cadet 900mm or 950mm Wheelbase inters 950mm only	103kg	DRY VEGA CADETTI WET VEGA WW1	Yellow Background / RED Numbers
Honda Cadet GX200	Sealed Honda GX200 Pro Extreme Junior		107kg		
Waterswift Restricted	IAME Waterswift 60cc UK		100KG		
Honda R200 (Inter)	Honda GX200QHQ4 or QX4		115KG	Dunlop SL3 & KT3	
Waterswift Inter	IAME Waterswift 60cc UK		110KG	Komet K1D-M & Komet K1D-W	
Junior Rotax	JAG Sealed Junior Rotax	Homologated Recognised Chassis	145KG	Mojo D2 XX & W5	Red Background / White Numbers
Senior Rotax Lights	JAG Sealed Senior Rotax		162KG	Mojo D5's & W5	Blue Background / White Numbers
Senior Rotax Heavy			177KG		Green Background / White Numbers
Senior Open	OPEN		OPEN	OPEN	Yellow Background / Black Numbers
Senior Pro Kart	Sealed Honda GX200 RPM Extreme	Twin Engine Pro Kart	185KG	Dunlop SL1 (no wet tyres)	Red Background / White Numbers
Modified Pro Karts	Unsealed Honda GX160 or GX200 RPM Extreme		185KG	OPEN	Red Background / Black Numbers