



## **Armed Forces Karting Championship 2026**

### **Endurance Class**

## **Sporting and Technical Regulations**

**Published Copy**

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*The RAFMSA maintains contact information compiled from RAFMSA Membership Applications and Event Entries. This is only used to send announcements or to make contact regarding club matters and is not passed to any outside organisation.*

## 1. Sporting Regulations – General

### 1.1 Title & Jurisdiction

The Armed Forces Karting Championship Endurance Class is a team competition using Honda-powered Prokarts. It is organised and administered by the Royal Air Force Motor Sports Association (Kart Section) in accordance with the National Competition Rules (NCRs) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Championship Regulations, and any Supplementary Regulations that may be issued.

The Championship Organisers reserve the right to issue additional clarifications to these regulations, which will be published on the AFKC web portal (see <https://afkc.alphatiming.co.uk>)

Motorsport UK Championship Permit No. **CH2026/K044**

Motorsport UK Championship Grade: D

### 1.2 Officials

1.2.1 Coordinator: Mick Streek

1.2.2 Eligibility Scrutineer: Kelvin Nicholls

1.2.3 Stewards: Duncan Masters, Ben Moore & Kurt Smith

### 1.3 Competitor Eligibility

1.3.1 Drivers must be members of the Royal Air Force Motor Sport Association (RAFMSA), British Army Motorsports Association (BAMA), or Royal Navy Royal Marines Motor Sport Association (RNRMMSA).

1.3.2 Drivers must hold a valid **2026** Motorsport UK Competition Licence - Kart Clubman or higher, or Race Club or higher. *A Kart Clubman Licence may be obtained online at a cost of **£50** and does not require an ARKS test or medical certification.*

1.3.3 Drivers must hold a valid **2026** Motorsport UK Competition Licence to participate in open practice (see 1.5.4), unless otherwise stated in the Supplementary Regulations for the event.

1.3.4 Drivers must be at least sixteen years of age. For drivers under the age of eighteen, a parent or guardian must also hold a valid Kart PG Entrant's Licence, and where the holder of that licence is not present at a meeting, a suitable representative must present written authorisation together with the licence.

1.3.5 All necessary documentation must be uploaded to the AFKC web portal and must be available for inspection by the Clerk of the Course or Stewards of the Meeting at any time. Non-compliance will result in refusal of entry.

### 1.4 Registration

1.4.1 Teams must register for the Championship by **28 February 2026** if they wish to ensure a place at every round. Registration for the Championship is otherwise automatic upon a team submitting their first entry.

1.4.2 Registration will be free of charge.

1.4.3 Every registered team will be assigned a number for the season. Teams that raced the previous season may use the same numbers, but requests for other numbers will be on a first-come-first-served basis.

1.4.4 Teams involving serving military personnel are requested to use station/unit names or other official affiliations. Under no circumstances may teams use names that are rude or offensive.

## ARMED FORCES KARTING CHAMPIONSHIP 2026 – ENDURANCE CLASS

- 1.4.5 There shall be three championship categories: 'Overall' for all teams, 'Military' for teams entered by recognised station and unit clubs, and 'Super Category' for heavyweight teams provided at least three teams qualify for this category. A Station/Unit Trophy will also be contested between station/unit clubs, and an Inter-Service Cup between the Royal Navy, British Army and Royal Air Force at the last round.
- 1.4.6 To be recognised as a Military team, a team must be entered by a recognised station or unit club and must not use more than one driver who is not serving military personnel during a round. A team may qualify as a Military team if it fulfils these requirements in at least one round, but any round where this requirement is not met will only count towards other applicable championships.
- 1.4.7 To be recognised as a Super Category team, a team must comply with the minimum weight (see 3.14) and number plate (see 3.16) requirements during a round. A team may qualify for the Super Category Championship if it fulfils these requirements in at least one round, but any round where these requirements are not met will only count towards other applicable championships.
- 1.4.8 Each station/unit club may nominate up to five teams as their representatives in the Station/Unit Trophy. Other teams may be nominated as a separate entry. These teams must be nominated for each round and must fulfil the requirements of a Military team (see 1.4.6). Any round where a team does not meet this requirement will not count towards the Station/Unit Trophy.
- 1.4.9 The RNRMMSA, BAMA and RAFMSA may each nominate up to four teams as their representatives in the Inter-Service Cup. These teams must be nominated prior to the last round and must fulfil the requirements of a Military team (see 1.4.6). A team not meeting this requirement will not count towards the Inter-Service Cup.
- 1.4.10 Serving military personnel may not compete for more than one recognised station or unit club, or more than one non-military team during the season, without permission from the Championship Organisers. This will normally only be given when the competitor has moved to a different station or unit, or when their original station or unit club expresses no objection.

### 1.5 Rounds

1.5.1 The Championship will be held over seven rounds.

1.5.2 Dates and venues:

Date	Venue	Host Club/Circuit	Grid (E/S)
10/11 Apr 2026	Llandow	Llandow Circuit	40/34
22/23 May 2026	Clay Pigeon	Clay Pigeon Raceway	40/34
26/27 Jun 2026	Forest Edge	Forest Edge Kart Club	40/34
24/25 Jul 2026	Crail	East of Scotland Kart Club	36/30
28/29 Aug 2026	Fulbeck	Fulbeck Kart Club	40/34
25/26 Sep 2026	Rowrah	Cumbria Kart Racing Club	45/34
16/17 Oct 2026	Whilton Mill †	Whilton Mill Karting	40/34

† Inter-Service Cup

1.5.3 Each round will be organised as follows:

1) *Scheme 1*

If the number of entrants does not exceed the maximum endurance grid size (see 1.5.2), two endurance races of 2 hours duration each will be scheduled with every team competing in both races. Sprint Qualifying will be used to determine the grid positions for both races (see 2.3.4 and 2.3.5).

All races, qualifying and official practice will be held on the Saturday only.

2) *Scheme 2*

If the number of entrants exceeds the maximum endurance grid size (see 1.5.2) but does not exceed the maximum grid size multiplied by 1.5, three endurance races of 1½ to 2 hours duration each may be scheduled with every team assigned to two races. These assignments will be made so the races are approximately equal in numbers and strength of composition. Timed Qualifying will be used to determine the grid positions for each race (see 2.3.3 and 2.3.5).

All races, qualifying and official practice will be held on the Saturday only.

3) *Scheme 3*

If the number of entrants exceeds the maximum endurance grid size (see 1.5.2) but does not exceed the maximum endurance grid size multiplied by 2, two Semi-Finals of 1 hour duration each may be scheduled with each team assigned to one of these. These assignments will be made so the Semi-Finals are approximately equal in numbers and strength of composition. Timed Qualifying will be used to determine the grid positions for the Semi-Finals (see 2.3.3 and 2.3.5).

A pre-defined number of teams will progress from each Semi-Final to an A-Final of 1½ to 2 hours duration, which will normally be 50% (rounded down) of the total number of teams assigned to that race. The highest placed finishers in each Semi-Final will fill these places, with the remaining teams (including any non-starters or non-classified teams) being assigned to a B-Final of 1½ to 2 hours duration. Up to 4 of the highest placed finishers in the B-Final will then progress to the A-Final, dependent on the maximum endurance grid size and the number of remaining places. The grid positions for the B-Final will be determined by the Semi-Final classifications, whilst the grid positions for the A-Final will be determined by the Semi-Final and B-Final classifications in accordance with 2.3.5.

In the event of a Semi-Final being cancelled or abandoned without a result being declared, the timed qualifying classification, then the current championship standings (at the 1<sup>st</sup> round, the final championship standings of the previous season) will be used to determine which teams race in the A-Final and B-Final. In the event of the B-Final being cancelled or abandoned without a result being declared, the Semi-Final classifications will be used to determine which teams progress to the A-Final.

All races, qualifying and official practice will be held on the Saturday only.

4) *Scheme 4*

If the number of entrants exceeds the maximum endurance grid size (see 1.5.2) multiplied by 2, three Semi-Finals of 1 hour duration each will be scheduled with each team assigned to one of these. These assignments will be made so the Semi-Finals are approximately equal in numbers and strength of composition. Timed Qualifying will be used to determine the grid positions for the Semi-Finals (see 2.3.3 and 2.3.5).

A pre-defined number of teams will progress from each Semi-Final to an A-Final of 1½ to 2 hours duration, which will normally be 30% (rounded down) of the total number of teams assigned to that race. The highest placed finishers in each Semi-Final will fill these places, with the remaining teams (including any non-starters or non-classified teams) competing in two Repechages of 1½ to 2 hours duration each that will be arranged to be approximately equal in numbers and strength of composition. Up to 6 of the highest placed finishers in each Repechage will then progress to the A-Final, dependent on the maximum endurance grid size and the number of remaining places. Timed Qualifying will be used to determine the grid positions for the Repechages (see 2.3.3 and 2.3.5), whilst the grid positions for the A-Final will be determined by the Semi-Final and Repechage classifications in accordance with 2.3.5.

In the event of a Semi-Final being cancelled or abandoned without a result being declared, the timed qualifying classification, then the current championship standings (at the 1<sup>st</sup> round, the final championship standings of the previous season) will be used to determine which teams race in the A-Final and Repechages. In the event of a Repechage being cancelled or abandoned

without a result being declared, the Semi-Final classifications will be used to determine which teams progress to the A-Final.

The Semi-Finals, qualifying and official practice will be held on the Friday, with the Repechages and A-Final held on the Saturday.

- 1.5.4 Open practice will be available on the Friday at each round in which entrants and non-entrants may participate. **The cost will be £50 per team.**
- 1.5.5 The Championship Organisers reserve the right to alter the championship format at any time, including the number of races, qualifying and practice sessions, and the maximum number of entrants at each round. They will also determine the composition of races at each round.
- 1.5.6 Separate entries must be submitted for each round through the [online entry system](#).
- The entry fee for each round is **£175** per team if paid at least 7 days in advance, and **£185** after that. The fee includes all races and qualifying to which a team is assigned, as well as official practice. The entry fee does not include other practice.
- 1.5.7 Entrants are encouraged to provide their own transponders (see 2.2.25). A number of transponders are available for hire at each round for **£10** per kart, with priority given to RAF entrants.
- 1.5.8 Entries may be refused if they are incomplete and/or the entry fee is not paid by signing on. **Withdrawals may be subject to a £10 administration fee.** Any dishonoured payments will be subject to the NCRs.
- 1.5.9 The maximum number of entrants at each round is the maximum endurance grid size of the circuit multiplied by 3 minus 10 (typically 110). Entries will be accepted in the following order of priority provided they have been received at least 7 days in advance:
- 1) Teams registered under 1.4.1.
  - 2) Teams from station/unit clubs entering five or fewer teams.
  - 3) Teams that have raced the most rounds in the current season.
  - 4) Teams that have raced the most rounds in the previous season.
  - 5) Teams that have raced the most rounds in the previous three seasons.
  - 6) Earliest date on which entries were received.
- Any surplus entries will be held in reserve in case of withdrawals and entry fees will be refunded if unable to race.
- 1.5.10 The Championship Organisers reserve the right to cancel a round in the event of government and/or military restrictions, or if insufficient entries to cover costs have been received 14 days prior to a meeting. In this event, entry fees will be refunded.
- 1.5.11 In the event of a race or meeting being abandoned through bad light, inclement weather or force majeure, the Championship Organisers reserve the right to retain entry fees to defray costs incurred.
- 1.5.12 Each team must nominate a minimum of two drivers and may nominate a maximum of four drivers for each round. A driver may not compete for more than one team at a round except to replace a driver in another team who has been declared unfit to continue by the Medical Officer, and provided they do not compete for more than one team in the same race (1.4.10 will not apply in this event).

## 1.6 Scoring

- 1.6.1 Overall Championship points will be awarded at each round as follows:

- 1) *Scheme 1*

### Sprint Qualifying

Teams will be ranked in accordance with aggregate heat points scored during sprint qualifying (see 2.3.4). The 1<sup>st</sup> ranked team will receive 30 points, reducing by 1 point for each subsequent

rank down to the 30<sup>th</sup> ranked team (and below) receiving 1 point. Teams that have not been classified in at least one heat will receive no points.

Where teams are tied on heat points, the tie shall be resolved by considering best heat placings (i.e. most 1<sup>st</sup> places, then 2<sup>nd</sup> places, and so on), then head-to-head results, followed by fastest lap times.

#### Endurance Races

For each race, the 1<sup>st</sup> placed team will receive 35 points, the 2<sup>nd</sup> placed team will receive 31 points, the 3<sup>rd</sup> placed team will receive 29 points, the 4<sup>th</sup> placed team will receive 27 points, reducing by 1 point for each subsequent placing down to the 30<sup>th</sup> placed team (and below) receiving 1 point. Non-classified and disqualified teams will receive no points.

### 2) *Scheme 2*

#### Endurance Races

For each race, the 1<sup>st</sup> placed team will receive 50 points, the 2<sup>nd</sup> placed team will receive 45 points, the 3<sup>rd</sup> placed team will receive 42 points, the 4<sup>th</sup> placed team will receive 39 points, the 5<sup>th</sup> placed team will receive 37 points, the 6<sup>th</sup> placed team will receive 35 points, reducing by 1 point for each subsequent placing down to the 40<sup>th</sup> placed team (and below) receiving 1 point. Non-classified and disqualified teams will receive no points.

### 3) *Schemes 3 and 4*

#### Semi-Finals

For each Semi-Final, the 1<sup>st</sup> placed team will receive 30 points, reducing by 1 point for each subsequent placing down to the 30<sup>th</sup> placed team (and below) receiving 1 point. Non-classified and disqualified teams will receive no points.

#### Finals and Repechages

Teams will be ranked in accordance with the A-Final followed by B-Final or Repechage classifications (teams in equivalent placings in each Repechage will be given the same rank). The 1<sup>st</sup> ranked team will receive 70 points, the 2<sup>nd</sup> ranked team will receive 65 points, the 3<sup>rd</sup> ranked team will receive 62 points, the 4<sup>th</sup> ranked team will receive 59 points, the 5<sup>th</sup> ranked team will receive 57 points, the 6<sup>th</sup> ranked team will receive 55 points, reducing by 1 point for each subsequent rank down to the 60<sup>th</sup> ranked team (and below) receiving 1 point. Non-classified and disqualified teams in an A-Final will receive no points unless they can be ranked in accordance with the B-Final or a Repechage classification. Non-classified and disqualified teams in a B-Final or Repechage will receive no points.

### 1.6.2 Military Championship points will be separately awarded to Military teams (as per 1.4.6) at each round as follows:

#### 1) *Scheme 1*

#### Sprint Qualifying

Military teams will be ranked in accordance with aggregate heat points scored during sprint qualifying (see 2.3.4). The 1<sup>st</sup> ranked Military team will receive 30 points, reducing by 1 point for each subsequent ranking down to the 30<sup>th</sup> ranked Military team (and below) receiving 1 point. Teams that have not been classified in at least one heat will receive no points.

Where teams are tied on heat points, the tie shall be resolved by considering best heat placings (i.e. most 1<sup>st</sup> places, then 2<sup>nd</sup> places, and so on), then head-to-head results, followed by fastest lap times.

#### Endurance Races

For each race, the 1<sup>st</sup> placed Military team will receive 35 points, the 2<sup>nd</sup> placed Military team will receive 31 points, the 3<sup>rd</sup> placed Military team will receive 29 points, the 4<sup>th</sup> placed Military team will receive 27 points, reducing by 1 point for each subsequent placing down to the 30<sup>th</sup> placed Military team (and below) receiving 1 point.

2) *Scheme 2*

Endurance Races

For each race, the 1<sup>st</sup> placed Military team will receive 50 points, the 2<sup>nd</sup> placed Military team will receive 45 points, the 3<sup>rd</sup> placed Military team will receive 42 points, the 4<sup>th</sup> placed Military team will receive 39 points, the 5<sup>th</sup> placed Military team will receive 37 points, the 6<sup>th</sup> placed Military team will receive 35 points, reducing by 1 point for each subsequent placing down to the 40<sup>th</sup> placed Military team (and below) receiving 1 point.

3) *Schemes 3 and 4*

Semi-Finals

For each Semi-Final, the 1<sup>st</sup> placed Military team will receive 30 points, reducing by 1 point for each subsequent placing down to the 30<sup>th</sup> placed Military team (and below) receiving 1 point. Non-classified and disqualified teams will receive no points.

Finals and Repechages

Military teams will be ranked in accordance with the A-Final followed by B-Final or Repechage classifications (teams in equivalent placings in each Repechage will be given the same rank). The 1<sup>st</sup> ranked Military team will receive 70 points, the 2<sup>nd</sup> ranked Military team will receive 65 points, the 3<sup>rd</sup> ranked Military team will receive 62 points, the 4<sup>th</sup> ranked Military team will receive 59 points, the 5<sup>th</sup> ranked Military team will receive 57 points, the 6<sup>th</sup> ranked Military team will receive 55 points, reducing by 1 point for each subsequent rank down to the 60<sup>th</sup> ranked Military team (and below) receiving 1 point.

1.6.3 Super Category Championship points will be separately awarded to Super Category teams (as per 1.4.7) at each round as follows:

1) *Scheme 1*

Sprint Qualifying

Super Category teams will be ranked in accordance with aggregate heat points scored during sprint qualifying (see 2.3.4). The 1<sup>st</sup> ranked Super Category team will receive 20 points, reducing by 1 point for each subsequent ranking down to the 20<sup>th</sup> ranked Super Category team (and below) receiving 1 point. Teams that have not been classified in at least one heat will receive no points.

Where teams are tied on heat points, the tie shall be resolved by considering best heat placings (i.e. most 1<sup>st</sup> places, then 2<sup>nd</sup> places, and so on), then head-to-head results, followed by fastest lap times.

Endurance Races

For each race, the 1<sup>st</sup> placed Super Category team will receive 25 points, the 2<sup>nd</sup> placed Super Category team will receive 21 points, the 3<sup>rd</sup> placed Super Category team will receive 19 points, the 4<sup>th</sup> placed Super Category team will receive 17 points, reducing by 1 point for each subsequent placing down to the 20<sup>th</sup> placed Super Category team (and below) receiving 1 point. Non-classified and disqualified teams will receive no points.

2) *Scheme 2*

Endurance Races

For each race, the 1<sup>st</sup> placed Super Category team will receive 35 points, the 2<sup>nd</sup> placed Super Category team will receive 30 points, the 3<sup>rd</sup> placed Super Category team will receive 27 points, the 4<sup>th</sup> placed Super Category team will receive 24 points, the 5<sup>th</sup> placed Super Category team will receive 22 points, the 6<sup>th</sup> placed Super Category team will receive 20 points, reducing by 1 point for each subsequent placing down to the 25<sup>th</sup> placed Super Category team (and below) receiving 1 point. Non-classified and disqualified teams will receive no points.

3) *Schemes 3 and 4*

Semi-Finals

For each Semi-Final, the 1<sup>st</sup> placed Super Category team will receive 30 points, reducing by 1 point for each subsequent placing down to the 30<sup>th</sup> placed Super Category team (and below) receiving 1 point. Non-classified and disqualified teams will receive no points.

Finals and Repechages

Super Category teams will be ranked in accordance with the A-Final followed by B-Final or Repechage classifications (teams in equivalent placings in each Repechage will be given the same rank). The 1<sup>st</sup> ranked Super Category team will receive 50 points, the 2<sup>nd</sup> ranked Super Category team will receive 45 points, the 3<sup>rd</sup> ranked Super Category team will receive 42 points, the 4<sup>th</sup> ranked Super Category team will receive 39 points, the 5<sup>th</sup> ranked Super Category team will receive 37 points, the 6<sup>th</sup> ranked Super Category team will receive 35 points, reducing by 1 point for each subsequent rank down to the 40<sup>th</sup> ranked Super Category team (and below) receiving 1 point. Non-classified and disqualified teams in an A-Final will receive no points unless they can be ranked in accordance with the B-Final or a Repechage classification. Non-classified and disqualified teams in a B-Final or Repechage will receive no points.

1.6.4 Station/Unit Trophy and Inter-Service Cup points will be awarded to Military teams (as per 1.4.6) at each round as follows:

1) *Schemes 1 and 2*

Endurance Races

For each race, the 1<sup>st</sup> placed Military team will receive 35 points, the 2<sup>nd</sup> placed Military team will receive 31 points, the 3<sup>rd</sup> placed Military team will receive 29 points, the 4<sup>th</sup> placed Military team will receive 27 points, reducing by 1 point for each subsequent placing down to the 30<sup>th</sup> placed Military team (and below) receiving 1 point. Non-classified and disqualified teams will receive no points.

2) *Schemes 3 and 4*

Finals and Repechages

Military teams will be ranked in accordance with the A-Final followed by B-Final or Repechage classifications (teams in equivalent placings in each Repechage will be given the same rank). The 1<sup>st</sup> ranked Military team will receive 70 points, the 2<sup>nd</sup> ranked Military team will receive 65 points, the 3<sup>rd</sup> ranked Military team will receive 62 points, the 4<sup>th</sup> ranked Military team will receive 59, the 5<sup>th</sup> ranked Military team will receive 57 points, the 6<sup>th</sup> ranked Military team will receive 55 points, reducing by 1 point for each subsequent rank down to the 60<sup>th</sup> ranked Military team (and below) receiving 1 point. Non-classified and disqualified teams in an A-Final will receive no points unless they can be ranked in accordance with the B-Final or a Repechage classification. Non-classified and disqualified teams in a B-Final or Repechage will receive no points.

1.6.5 Should an endurance race be abandoned or otherwise finish before 30% of its scheduled duration has been completed, a result will not be declared and no points will be awarded (see 1.6.6). Should a race be abandoned after this point and a result declared, then Championship, Station/Unit Trophy, and Inter-Service Cup points will be awarded in accordance with the final classification (see 2.3.26).

1.6.6 In the event of one or more endurance races being cancelled or abandoned during a round, Championship, Station/Unit Trophy and Inter-Service Cup points will be awarded as follows:

1) *Scheme 1* - If a result is not declared for one or more sprint qualifying heats, then Championship points will not be awarded for Sprint Qualifying. If a result is not declared for one or both races, then Championship, Station/Unit Trophy or Inter-Service Cup points will not be awarded for the race(s) concerned.

2) *Scheme 2* - If a result is not declared for one race, then Championship, Station/Unit and Inter-Service Cup points will not be awarded for that race. The teams completing one race will count the points from that race, whilst teams completing two races will have their total points from both

races divided by 2. If a result is not declared for two or more races, then Championship, Station/Unit Trophy and Inter-Service Cup points will not be awarded for any race.

- 3) *Schemes 3 and 4* - If a result is not declared for one or both Semi-Finals, then Championship points will not be awarded for either Semi-Final. If a result is not declared for the A-Final, B-Final or a Repechage, then Championship, Station/Unit Trophy and Inter-Service Cup points will be awarded in accordance with the Semi-Final classifications (placings followed by fastest laps).

A round where no points are awarded will not count towards the total number of rounds (see 1.6.7).

- 1.6.7 **The points scored by a team in each round will count towards the Overall, Military and Super Category Championships as applicable. All rounds will count.**

Ties shall be resolved by considering the best rounds (i.e. highest combined points, 2<sup>nd</sup> highest combined points, and so on) amongst the teams concerned.

- 1.6.8 The points scored by the two highest scoring teams in each round amongst those nominated by each station/unit club (see 1.4.8) will count towards the Station/Unit Trophy. All rounds will count.

Ties shall be resolved by considering the best rounds (i.e. highest combined points, 2<sup>nd</sup> highest combined points, and so on) amongst the station/units concerned.

- 1.6.9 The points scored by the four teams nominated by each service at the last round (see 1.4.9) will count towards the Inter-Service Cup.

Ties shall be resolved by considering the best placings of the individual teams in each endurance race (Schemes 1 and 2), the A-Final followed by the B-Final (Scheme 3), or the A-Final followed by the Repechages (Scheme 4), then the best scoring rounds at the first six rounds.

- 1.6.10 The competition standings will be published after each round.

- 1.6.11 An appeal against Championship, Station/Unit Trophy or Inter-Service Cup points must be in accordance with the NCRs.

## **1.7 Awards**

- 1.7.1 Trophies will be awarded at each round as follows:

- 1) *Schemes 1 and 2*

For each endurance race, to the top three teams in the final classification, along with the highest placed Military and Super Category teams if applicable.

- 2) *Schemes 3 and 4*

To the top three teams in the overall classification, along with the highest placed Military and Super Category teams if applicable.

These awards shall be made at an end-of-meeting presentation.

- 1.7.2 Trophies will be awarded at the end of the season to the three highest scoring teams in each category of the championship, to the three highest scoring clubs in the Station/Unit Trophy, and to the highest scoring service in the Inter-Service Cup. These awards shall be made at the last round of the season.

- 1.7.3 In the event of any result being revised after the presentation of trophies, which has a bearing on their award, the competitors concerned must return the trophies to the Championship Organisers in good condition within 14 days of an official request being made.

## 2. Sporting Regulations - Rounds

### 2.1 Judicial Procedures

- 2.1.1 Judicial procedures shall be in accordance with NCR Chapters 2 and 18, and the Summary of Mandatory Penalties appended to these regulations.
- 2.1.2 By registering for the Championship all competitors and their associates commit to the Motorsport UK Race with Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations.
- 2.1.3 Where any reports of disrespectful conduct are judged to be well founded, the Championship Organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties including loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

### 2.2 Race Meetings

- 2.2.1 The Championship Organisers will publish Supplementary Regulations for each meeting, which will include details of the event permit(s), officials, arrangements specific to the host circuit, and any amendments to the Championship Regulations. Additional instructions may also be issued by the host circuit or club.
- 2.2.2 The Championship Organisers will publish a timetable for each meeting, as agreed with the host circuit or club and any other participating clubs. This will include the composition of each race and any qualifying session, as well as the composition of the practice sessions. The timetable will be posted on the AFKC web portal and teams are asked to familiarise themselves with it.
- 2.2.3 All station/unit and service clubs may be rostered to provide at least one person to assist the officials at one or more rounds during the season. This person must report to the Secretary-of-the-Meeting before the end of the signing-on period for further instructions. Failure to comply will result in the club being ineligible for Station/Unit Trophy and/or Inter-Service Cup points at that round (which will also not be counted as a dropped round).
- 2.2.4 Each team must nominate a Team Manager who may be the Team Principal of a station/unit club or larger race team. Team Managers are responsible for the conduct of their drivers and support personnel, **and also that the use of their drivers is in accordance with [JSP 375 Volume 1, Chapter 41 "Heat Illness Prevention" including Annex C "Work/Rest Tables"](#).**
- 2.2.5 All drivers must submit a completed and signed indemnity declaration before the start of the meeting. Contravention of this will result in disqualification from the meeting.
- 2.2.6 All drivers must attend the drivers briefing, and those under the age of eighteen must be accompanied by their representative (see 1.3.4). Instructions given during drivers' briefing often relate to circuit-specific procedures and must be followed. Any driver failing to attend the drivers briefing may be fined.
- 2.2.7 Team Managers must submit a completed and signed scrutineering declaration before the start of the meeting. This must include the team name, race number, chassis serial number; engine serial numbers, tyre barcode numbers, as well as the name of each nominated driver, a legible image of their race licence, their helmet serial number, and their weight including **personal safety equipment**.  
  
Any team providing incomplete details on their entry will receive a 5-place grid penalty for each endurance race. Any team failing to submit a completed and signed scrutineering declaration before the start of the meeting will be disqualified from the meeting.
- 2.2.8 **Drivers must have their personal safety equipment inspected and approved by the Scrutineer(s) before any open practice or competition (including official practice and qualifying). The Scrutineer(s) must be satisfied that their equipment is safe and complies with the NCRs, and may impound any item that is not compliant.**

## ARMED FORCES KARTING CHAMPIONSHIP 2026 – ENDURANCE CLASS

- 2.2.9 Karts must be inspected and approved by the Scrutineer(s) before any competition (including official practice and qualifying). Karts presented for scrutineering must be in a clean and race-worthy condition and carrying the maximum ballast with which they will race. The Scrutineer(s) must be satisfied that they are safe and comply with the NCRs, and may impound any kart or component that is not compliant.
- 2.2.10 The Clerk-of-the-Course may disqualify any kart or competitor whose appearance, condition, or performance is not of a standard appropriate to the meeting. Using equipment that has not been approved for use in the meeting and/or whose details have not been correctly included in the scrutineering declaration will result in disqualification from the race or session concerned and may result in disqualification from the meeting
- 2.2.11 Any kart involved in an incident or having been modified in any way after initial scrutineering must be presented to the Scrutineer(s) for further examination. Any kart whose driver has or may have incurred an injury will be placed in parc fermé and will not be released until the driver has been cleared by the Medical Officer as it may be required for evidence in the case of serious or fatal injury.
- 2.2.12 Teams must allow officials to inspect karts, safety equipment, fuel or tyres either in the pits or within awnings and vehicles. Any team declining inspection will be reported to the Clerk of the Course for the application of penalties which will include disqualification from the meeting.
- 2.2.13 The Scrutineer(s) may select any kart at any time to check for compliance with the regulations, which may include stripping or disassembly of engines(s) for examination. Any kart or any component not made available for examination will be declared ineligible and the team concerned will be reported to the Clerk of the Course for the application of penalties which will include disqualification from the meeting.
- 2.2.14 A maximum of four team personnel, including drivers, may enter the pit area during a meeting to assist with maintenance, refuelling or pushing. All personnel must wear appropriate clothing fully covering their bodies and legs, those in the refuelling area must also fully cover their arms, whilst those in other areas must cover their upper arms.
- Any team contravening this during an endurance race will receive a 1 lap penalty and may be disqualified from the race or meeting. Any team contravening this at any other time during a meeting will receive a 10-place grid penalty for the next endurance race and may be disqualified from the meeting. Individuals failing to wear appropriate clothing will be banned from the circuit and pit area.
- 2.2.15 Engines may only be run between the hours of 08.30 and 19.00 in the area designated for this purpose, or on the dummy grid immediately prior to a practice/qualifying session or a race.
- When in the designated area for running engines, a kart must be placed on a trolley or on the ground, provided its nose cone is in contact with a wall or fence and only engine testing, throttle and/or brake adjustments are carried out. When on the dummy grid, a kart must always be placed on the ground with a driver in the seat before its engines are started and whilst they are running.
- Any team contravening any part of regulation this during an endurance race will receive a 1 lap penalty and may be disqualified from the race or meeting. Any team contravening this at any other time during a meeting will receive a 10-place grid penalty for the next endurance race and may be disqualified from the meeting.
- 2.2.16 Karts must only be driven on the circuit and designated pit entry/exit lanes. Any team contravening this during an endurance race will receive a 1 lap penalty and may be disqualified from the meeting. Any team contravening this at any other time during a meeting will receive a 10-place grid penalty for the next endurance race and may be disqualified from the meeting.
- 2.2.17 Drivers must observe race conditions during all practice sessions (see Section 2.3). Any team contravening this will receive a 10-place grid penalty for the next endurance race and may be disqualified from the meeting.
- 2.2.18 All novice drivers must wear high visibility vests that must be secured with a zip or are of a pullover type. They must also display unique numbers that are legible whilst they are seated in their karts.

Any team contravening this during an endurance race will receive a 1 lap penalty and may be disqualified from the meeting. Any team contravening this at any other time during a meeting will receive a 10-place grid penalty for the next endurance race and may be disqualified from the meeting.

A novice is a driver having competed in less than six meetings and having completed less than 300 race laps.

- 2.2.19 Teams may only participate in the practice sessions to which they are assigned, unless they have received permission to participate in another session from the Secretary-of-the-Meeting. Any team contravening this will receive a 5-place grid penalty for the next endurance race and may be disqualified from the meeting.
- 2.2.20 Abusive language or behaviour towards officials or other competitors will not be tolerated and will be dealt with in accordance with the NCRs.
- 2.2.21 Smoking or vaping anywhere in the pit area is dangerous and strictly prohibited. Any individual contravening this will be banned from the circuit and pit area.
- 2.2.22 Teams must have a working foam or powder fire extinguisher located and easily accessible in their paddock space.
- 2.2.23 Each team must have an enclosed plastic refuelling container (Tuff Jug or similar) clearly marked with their assigned race number. This must include an integral hose not exceeding 20 mm internal diameter and tap to prevent spillage, and any breather system must incorporate a one-way check valve. Refuelling containers must not contain more than 10 litres of fuel and no pressurisation is permitted.
- 2.2.24 Each team must have a fuel spill kit.
- 2.2.25 All karts must carry a transponder, AMB TranX 160 or compatible. The team is responsible for ensuring their transponder is operational and registered with the timing system.
- 2.2.26 The Championship Organisers may provide a suitably equipped safety kart. The nominated driver(s) must hold a valid competition licence and may only drive the safety kart in races or heats where they are not a competitor. The kart and protective equipment of the driver(s) must conform with Motorsport UK Technical and Safety Regulations (see Section 3).
- 2.2.27 Race results remain provisional for 30 minutes after they have issued, pending the outcome of any post-race scrutineering, and any protests or appeals. Results may be revised by the Clerk-of-the-Course or Stewards of the Meeting, or subsequently by a Motorsport UK Tribunal at a later date.

### **2.3 Race Procedure**

2.3.1 All race, qualifying and practice procedures shall be in accordance with NCR Chapters 2 and 18 unless otherwise stated.

2.3.2 Official Practice:

Each nominated driver must complete a minimum of 3 laps during an official practice session using the scrutineered kart to be raced. The Clerk of the Course or Stewards of the Meeting shall have the right to disqualify any driver whose driving is unsatisfactory.

Official practice sessions may be combined with timed qualifying.

Official practice sessions may be reduced or cancelled at the discretion of the Clerk of the Course or Stewards of the Meeting for reasons of bad light, inclement weather, or force majeure.

### 2.3.3 Timed Qualifying:

If applicable, there will be a **6 to 12-minute** qualifying session held before each endurance race to determine the grid positions. A team may only participate in the qualifying session(s) for their assigned race(s).

Only nominated drivers may participate using the scrutineered kart to be raced. Driver changes may be made during a qualifying session, and any participating driver may start the race.

Karts may enter the pits during a qualifying session and may re-join it provided the chequered flag has not been waved.

The end of a qualifying session will be indicated by the display of the chequered flag. After taking the chequered flag, drivers must proceed with their karts directly to parc fermé where the karts must remain until they are called onto the dummy grid in preparation for the start of the endurance race or otherwise released.

Chassis adjustments and mechanical repairs are permitted at any time during a qualifying session, **and when karts have been released from parc fermé onto the dummy grid**. Tyres may only be changed in accordance with 2.3.22.

Refuelling is not permitted during a qualifying session (see 2.3.21), **or between the end of the qualifying session and the start of the endurance race**. Any kart requiring refuelling may only start the race from the pit lane.

Any team contravening any part of this regulation will be disqualified from the qualifying session concerned.

Qualifying sessions may be reduced or cancelled at the discretion of the Clerk of the Course or Stewards of the Meeting for reasons of bad light, inclement weather or force majeure. A result will still be declared provided every team had the opportunity to complete 3 laps.

### 2.3.4 Sprint Qualifying:

If applicable, each team will compete in at least two and up to four heats of 8 minutes plus 1 lap to determine the grid positions for their endurance race(s). If the number of entrants exceeds the maximum sprint grid size of the circuit (typically 34), three, four or five heats will be staged with each team assigned to two, three or four heats respectively.

Only nominated drivers may participate using the scrutineered kart to be raced, and a different driver must be used for each heat until all nominated drivers have been used. No driver changes are permitted during a heat.

Karts may enter the pits during a heat and may re-join it provided the chequered flag has not been waved.

The finish of a heat will be indicated by the display of the chequered flag. After taking the chequered flag, drivers must proceed directly to parc fermé and remain there with their karts until released.

Chassis adjustments and mechanical repairs are permitted at any time during a heat, and when karts are released from parc fermé after a heat. Tyres may only be changed in accordance with 2.3.22.

Refuelling is not permitted during heats and may only be undertaken when karts are released from parc fermé after a heat (see 2.3.21).

Any team contravening any part of this regulation will be disqualified from the heat concerned.

Points will be awarded for each heat as follows: The 1<sup>st</sup> placed driver will receive 0 points, the 2<sup>nd</sup> placed driver will receive 2 points, and the 3<sup>rd</sup> placed driver will receive 3 points, increasing by 1

point for each subsequent placing. Non-classified drivers will receive points equivalent to the number of entrants plus 1.

Heats may be reduced or cancelled at the discretion of the Clerk of the Course or Stewards of the Meeting for reasons of bad light, inclement weather, or force majeure. A result will still be declared and heat points awarded provided at least 75% of the scheduled duration has elapsed.

#### 2.3.5 Grid positions:

Starting positions will be determined as follows:

- 1) *Scheme 1* – For the sprint qualifying heats, using a standard formula allocating a fair share of front, rear and middle (if applicable) positions. For the endurance races, aggregate heat points scored during sprint qualifying; the team with the lowest aggregate points will be placed on pole position and so on.
- 2) *Scheme 2* – For the endurance races, lap times established during timed qualifying; the team with the fastest lap time will be placed on pole position and so on.
- 3) *Scheme 3* - For the Semi-Finals, lap times established during timed qualifying; the team with the fastest lap time will be placed on pole position and so on. For the A-Final and B-Final, using the Semi-Final classifications followed by lap times set during these races (i.e. the 1<sup>st</sup> placed team with the fastest lap time will be placed on pole position and so on), with the exception that teams progressing from the B-Final will occupy the rearmost grid positions in the A-Final in accordance with the B-Final classification.
- 4) *Scheme 4* - For the Semi-Finals and Repechages, lap times established during timed qualifying; the team with the fastest lap time will be placed on pole position and so on. For the A-Final, using the Semi-Final classifications followed by lap times set during these races (i.e. the 1<sup>st</sup> placed team with the fastest lap time will be placed on pole position and so on), with the exception that teams progressing from the Repechages will occupy the rearmost grid positions in accordance with the Repechage classifications followed by lap times set during these races.

If starting positions cannot be established by these methods, they will be determined in accordance with the current championship standings (at the 1<sup>st</sup> round, the final championship standings of the previous season), or by ballot where this is not possible.

All teams must be ready to race and in their correct position on the dummy grid at least 5 minutes before the start of the race, otherwise they may only start from the pit lane.

#### 2.3.6 Race duration:

The scheduled duration of an endurance race will be specified in the Supplementary Regulations issued for each meeting but will be a minimum of 1 hour and a maximum of 3 hours. Races may be reduced or cancelled at the discretion of the Clerk of the Course or Stewards of the Meeting for reasons of bad light, inclement weather or force majeure.

#### 2.3.7 Race start:

Endurance races will have standing starts. Sprint Qualifying heats may have standing or rolling starts, but the chosen method must be used for all heats.

*Standing Start* – After gridding, there will be at least one warm-up lap in formation with no overtaking or weaving permitted. The two leading karts will then come to a halt at the front of the designated starting grid, and the following karts will form up behind them in their grid positions (in the appropriate grid boxes if these are marked, otherwise at least one metre behind the kart in front). Once the Start Marshal is satisfied that all karts have come to a halt in their correct grid positions, the race will be started either by extinguishing the red light(s) or the dropping of the national flag on the start line. **Karts out of formation may attempt to regain their grid position on a warm-up lap provided it is safe to do so. A driver not in their correct grid position or unable to start should notify the Start Marshal by raising their arm.**

*Rolling Start* - After gridding, there will be at least one rolling lap in formation with no overtaking or weaving permitted, and where the stationary yellow flag is displayed, karts must slow to a maximum of 30 km/h. When the two leading karts reach the designated acceleration line and the Start Pit Marshal is satisfied that all karts are correctly in formation, the race will be started either by extinguishing the red light(s) or the raising of the national flag on the start line. If karts are not correctly in formation or are excessively speeding, the Start Marshal may abort the start by showing the green flag with yellow chevron, and karts must then get back in formation and continue for a further rolling lap. **Karts out of formation may attempt to regain their grid position on a rolling lap provided it is before the stationary yellow flag and it is safe to do so.**

Karts starting from the pit lane may only join the race or heat when it has started and when the last kart on circuit is beyond the pit lane exit.

Any team whose driver is deemed to have false started on a standing start, is deemed to be excessively speeding or overtakes before the race has started on a rolling start, is weaving on a warm-up or rolling lap, or enters the circuit from the pit line too early will receive a 10 second penalty.

#### 2.3.8 Use of drivers:

Only the nominated drivers in each team may drive during an endurance race, at least two drivers must be used, and no driver may be used for a single period or combination of periods exceeding 50% plus 7 minutes of the scheduled race duration.

A driving period commences when a driver starts the race or enters the circuit after the start of the race, and finishes when another driver in the team enters the circuit whilst driving the kart.

A designated marshal will record driver changes, **but teams must ensure the marshal is notified when a driver is changed.** Teams will be penalised 10 seconds for each minute or part thereof that a driver exceeds the maximum permitted driving time, except when that driver has replaced another driver injured during the race who has been declared unfit to continue by the Medical Officer and there are no other nominated drivers available as replacements.

Race stoppages count towards a driving period, although a team will not be penalised if a driver exceeds the maximum permitted driving time because of a stoppage and a driver change is made within one lap of the race being restarted.

#### 2.3.9 Pit stops:

Each team must make a minimum of two pit stops in endurance races of 1 to 1½ hours scheduled duration, and a minimum of three pit stops in endurance races of more than 1½ hours scheduled duration. These stops must be made at least 10 minutes after the start of the race and at least 10 minutes before its scheduled finish. Pit stops may still be made outside of this window but will not count as mandatory stops. Driver changes may be made at any time in accordance with 2.3.8.

In the event that a race is reduced to less than 50% of its scheduled duration minus 7 minutes – whether prior to its commencement or after a stoppage - each team must make a minimum of one pit stop in races that were originally 1 to 1½ hours duration, and a minimum of two pit stops in races that were originally more than 1½ hours duration. These stops must be made at least 10 minutes after the start of the race and before its scheduled finish.

In the event that a race is stopped at least 10 minutes before its scheduled finish and restarted with less than 10 minutes remaining, teams may make any remaining pit stops before the finish of the race without penalty.

A designated marshal will record pit stops. Teams will receive a 5 lap penalty for each mandatory stop not undertaken, except when a race is abandoned at least 10 minutes before its scheduled finish. In these circumstances, teams will have 2 laps deducted for each mandatory stop not undertaken and have 1 additional lap deducted if they have not refuelled.

2.3.10 Driving standards:

Please refer to NCR 18.7.2.

A team whose driver is deemed to be driving in an unfair or unsporting manner including making intentional contact with another kart, will be given a warning by the showing of the black/white flag. Further unfair or unsporting conduct will result in the team receiving the following penalties regardless of which driver was given the initial warning:

2 <sup>nd</sup> warning	5 second penalty (fastest lap time deleted during timed qualifying)
3 <sup>rd</sup> warning	Additional 10 second penalty (two fastest lap times deleted during timed qualifying)
4 <sup>th</sup> warning	1 lap penalty (four fastest lap times deleted during timed qualifying)
5 <sup>th</sup> warning	Black flag

A team whose driver acts in a manner incompatible with general safety may be directly shown the black flag without warning (see 2.3.15).

Any team whose driver acts in a manner incompatible with general safety during an endurance race will receive a 1 lap penalty and may be disqualified from the race or meeting. Any team whose driver acts in a manner incompatible with general safety during timed or sprint qualifying will be disqualified from the session or heat and may be disqualified from the meeting.

2.3.11 Red flag:

When the red flag is displayed, all drivers must immediately slow to rolling-up pace without overtaking or entering the pits and stop on the circuit in single file track order where instructed to do so by the officials. Drivers must remain in their karts and parc fermé conditions apply unless instructions are given to the contrary by the Clerk-of-the-Course.

Karts already in the pits must not be refuelled (although this may be completed if it has already commenced) and/or worked-on during a stoppage, although the Clerk-of-the-Course may permit karts involved in an accident or otherwise incapacitated to be moved to the pits (see also 2.2.11).

If an endurance race or sprint qualifying heat can be restarted, karts must line-up in single file in accordance with the race order on the last full lap completed. If a qualifying session can be restarted, karts must line-up in single file in track order. Engines may be restarted by drivers if their karts are on the circuit, otherwise 2.2.15 applies. There will then be one rolling lap (which does not count as a lap) at a maximum of 30 km/h with no overtaking, weaving or pit stops permitted, and race, heat or session will be restarted with the display of the green flag the next time the leader crosses the start line. Karts may not overtake before crossing the start line and karts in the pits may only re-join the race on the rolling lap when the last kart on circuit is beyond the pit lane exit.

The remaining duration of an endurance race, sprint qualifying heat, or timed qualifying session will be reduced by the length of the stoppage.

Upon a restart, any team whose driver is deemed to be excessively speeding or is weaving on the rolling lap, overtakes before crossing the start line, or enters the circuit from the pit line too early during an endurance race or sprint qualifying heat will receive a 10 second penalty, or during a timed qualifying session will have their fastest lap time deleted.

Any team contravening any other part of this regulation during an endurance race, sprint qualifying heat or timed qualifying session will be disqualified from the race, heat, or session and may be disqualified from the meeting.

2.3.12 Yellow flag:

When the yellow flag is displayed, it indicates an incident ahead and that no overtaking is permitted.

Any team whose driver overtakes under a yellow flag during an endurance race or sprint qualifying heat will receive a 10 second penalty, or during a timed qualifying session will have their fastest lap time deleted.

2.3.13 Yellow flag with SLOW board:

The yellow flag may be used with a SLOW board during endurance races and sprint qualifying heats. This will be displayed to the race leader.

The race leader must decrease their speed to a maximum of 30 km/h, but must also drive sufficiently slowly to allow the other drivers to form up in track order behind them. Other drivers must not exceed 30 km/h either when forming up or driving elsewhere on the circuit, and no overtaking is permitted. Drivers must further decrease their speed where indicated by the officials.

The Clerk-of-the-Course may opt to deploy the safety kart if available. All karts must remain behind the safety kart until it leaves the circuit, or the safety kart indicates that a particular kart may pass.

Karts already in the pits, or entering the pits after this flag is shown, may only re-join the race at the back of the leading formation, but may re-join ahead of other karts elsewhere on the circuit. If the safety kart or race leader leaves the circuit, the next kart in track order will become the lead kart. Where the safety kart is not deployed and there are no karts remaining on the circuit, the first kart to re-join the race will become the lead kart.

If racing can re-commence, the safety kart (if deployed) will leave the circuit, and the race or heat will be restarted with the display of the green flag the next time the lead kart crosses the start line. Karts may not overtake before crossing the start line and karts in the pits may only re-join the race at the back of the leading formation.

Any team whose driver contravenes any part of this regulation will receive a 20 second penalty.

2.3.14 Black with orange disc flag:

A driver shown the black with orange disc flag must proceed immediately to the pits to rectify the problem, and the kart must be checked by a Scrutineer before it re-joins the race, heat or session.

A mandatory pit stop will be counted if this occurs during the permitted window (see 2.3.9). Driver changes may be made in accordance with 2.3.8, and refuelling may be undertaken in accordance with 2.3.21.

Any team whose driver contravenes this regulation will be black flagged.

2.3.15 Black flag:

A driver shown the black flag must proceed immediately to the pits and report to the Clerk-of-the-Course.

Driver changes and refuelling are not permitted.

Any team whose driver disregards a black flag will be disqualified from the race, heat or session concerned and may be disqualified from the meeting.

2.3.16 Circuit limits:

Drivers must stay within the designated circuit limits unless taking evasive action or experiencing mechanical problems.

During an endurance or sprint qualifying heat, the following penalties will apply:

1 <sup>st</sup> breach	No penalty
2 <sup>nd</sup> breach	Black/white warning flag
3 <sup>rd</sup> breach	5 second penalty
4 <sup>th</sup> breach	Additional 10 second penalty
5 <sup>th</sup> breach	1 lap penalty
6 <sup>th</sup> breach	Black flag

During a timed qualifying session, the lap time will be deleted.

Any team whose driver wilfully takes a shortcut during an endurance race or sprint qualifying heat will receive a 1 lap penalty, or during a timed qualifying session will be disqualified from the session.

#### 2.3.17 Leaving the circuit:

Drivers must leave the circuit via the designated pit entry lane (indicating their intention with a fully raised arm) and must decrease their speed to a maximum of 10 km/h before coming to a stop at the end of the pit entry lane. The end of the pit entry lane will be the entrance to the weighbridge unless otherwise designated.

Any team whose driver is deemed to be speeding whilst entering the pits during an endurance race or sprint qualifying heat will receive a 20 second penalty, or during a timed qualifying session will have their two fastest lap times deleted.

#### 2.3.18 Re-entering the circuit:

Drivers may only re-enter the circuit in single file via the designated pit exit lane, and must not cause another competitor to brake, swerve or otherwise adjust their speed or direction. Drivers may not re-enter the circuit under a red flag or once the chequered flag has been shown.

Any team whose driver contravenes this regulation during an endurance race or sprint qualifying heat will receive a 20 second penalty, or during a timed qualifying session will have their two fastest lap times deleted.

#### 2.3.19 Pits:

There will be clearly designated areas for weighing, refuelling and maintenance.

Drivers leaving the circuit and entering the pits must stop and turn-off their engines at the designated end of the pit entry lane. Engines may only be restarted at the designated start of the pit exit lane and only when a driver is seated in the kart.

No team assistance is permitted before a kart entering the pits has been weighed, except when it is necessary to lift karts onto the weighbridge. In these circumstances, one person may enter the weighing area to assist the driver. **The Clerk-of-the-Course may also authorise assistance for drivers with a disability.**

Karts must be pushed through the pits in a safe and controlled manner by a driver alone, or with a maximum of two team personnel if a driver is seated in the kart. A push bar device may be used but must be safely detached from the kart and not left in a position where it may obstruct another kart. Karts may not be driven under power through the pits under any circumstances.

Karts may only be worked on in the maintenance area.

Ballast may only be added or removed in the maintenance or otherwise designated area whilst the kart is stationary.

Teams must not obstruct the pit entry or exit lanes, or cause an obstruction elsewhere in the pit area.

Any team contravening any part of this regulation during an endurance race or sprint qualifying heat will receive a 1 lap penalty, or during timed qualifying will be disqualified from the session.

#### 2.3.20 Weighing:

All karts must be weighed every time they leave the circuit during an endurance race or timed qualifying session. Karts must be pushed or lifted (as appropriate) onto weighbridge and may only be removed at the signal of the Weigh Marshal who should also clearly indicate if a kart is found to be underweight. It is the responsibility of the team to ensure their kart is correctly positioned on the

weighbridge and that they receive a clear indication from the Weigh Marshal as to whether they comply with the weight limit or not.

A kart found to be underweight may be re-weighed, but priority will be given to any karts queued behind and the instructions of the Weigh Marshal must be followed.

A driver of a Super Category team may be separately weighed after a driver change, at the end of an endurance race, or at the end of a timed qualifying session or sprint qualifying heat.

Any team failing to correctly weigh-in during an endurance race will receive a 5 lap penalty, except when their kart has been impounded by the Scrutineer(s) for inspection (see 2.2.11).

Any team found to have an underweight kart (or driver in the case of a Super Category team) during an endurance race will receive a 1 lap penalty for each kilo or part thereof they are underweight. This penalty will be applied on each occasion a team is found to be underweight.

Any team failing to weigh-in or found to have an underweight kart (or driver in the case of a Super Category team) during timed or sprint qualifying will be disqualified from the session or heat.

#### 2.3.21 Refuelling:

Each team must make at least one refuelling stop in races of more than 1½ hours scheduled duration.

Refuelling may be undertaken at any time during a race, except during the first 10 minutes or when it has been stopped and parc fermé conditions apply.

No refuelling may be undertaken during a timed qualifying session or sprint qualifying heat.

Teams may only refuel their karts in the designated refuelling area using their own fuel containers (that must comply with 2.2.23). Fuel caps may only be removed once a kart is stationary in this area and must be re-secured before leaving it. Drivers must not be seated in their karts during refuelling.

A timing system may be in operation in the refuelling area. The countdown timer may only be activated once a kart is stationary when refuelling may commence, and karts may not leave the refuelling area until the defined period (to be specified in Supplementary Regulations) has elapsed as indicated by the countdown timer.

Teams must be in possession of a suitable fire extinguisher at the point of refuelling and one member of the team personnel must be ready to operate it.

Any team contravening any part of this regulation during an endurance race will receive a 1 lap penalty. Any team contravening any part of this regulation during timed or sprint qualifying will be disqualified from the session or heat.

#### 2.3.22 Tyre changes:

The appropriate tyres must be fitted when track conditions are declared dry or wet, and all tyre changes must be in accordance with 3.11.

Tyres may be changed at any time during an endurance race if track conditions are declared open. Tyres must be changed if the declaration is changed to wet or dry; which must be within 5 laps if the declaration is changed during a race.

Tyres must not be changed during a timed qualifying session or sprint qualifying heat but may be changed between heats and/or before the start of a race if track conditions are declared open. Tyres must be changed if the declaration is changed to wet or dry.

Any team contravening any part of this regulation during an endurance race will receive a 2 lap penalty. Any team contravening any part of this regulation during timed or sprint qualifying will be disqualified from the session or heat.

2.3.23 Kart recovery:

Any kart experiencing a mechanical problem whilst on circuit that renders it unable to return to the pits, must stop in or be promptly removed to a safe location off track. The driver must wait in a marshal post or behind a barricade until the Clerk-of-the-Course authorises recovery of the kart and specifies the method of retrieval. Team personnel must not attempt to recover a kart without permission, must follow the instructions of officials, and under no circumstances are karts to be pushed along the track whilst racing is underway.

Karts must not be worked on whilst on the circuit and must first be safely recovered to the pits **and weighed with the driver.**

Any team contravening any part of this regulation during an endurance race or sprint qualifying heat will receive a 2 lap penalty and may be disqualified from the race or heat, or during a timed qualifying session will be disqualified from the session.

2.3.24 Timing system malfunction:

Should the timing system malfunction, the race, session or heat may be red flagged (see 2.3.11). Should a team's transponder fail during a race and it is not possible to manually record their laps, the lost time will be calculated by averaging the times of the last 10 recorded laps (or all laps if less than 10 have been completed), dividing the time period during which the timing failed by this average lap time, and then rounding the resultant figure down to the nearest lap. If no laps have been recorded, the first 10 laps that are recorded will be used to retrospectively calculate the lost time.

2.3.25 Race finish:

The finish of an endurance race will be indicated by the waving of the chequered flag after the stipulated race duration has elapsed.

After taking the chequered flag, drivers must proceed with their karts directly to parc fermé and remain there until released. Failure to do so will result in disqualification from the race or meeting.

2.3.26 Final classification:

The final race classification will be determined according to the number of laps each team has completed by the end of the race, followed by the order in which they crossed the finish line, minus any penalties imposed.

Should a race be abandoned or otherwise finish before 30% of its scheduled duration has been completed, a result will not be declared. Should a race be abandoned after this point, the race order on the last full lap completed will be used to determine the final classification.

### 3. Technical Regulations

- 3.1 Karts and **personal safety equipment** must conform with the Motorsport UK Technical and Safety Regulations (refer to NCR Chapters 9 and 18, the **Motorsport UK Honda Senior Regulations** and Honda GX160 Technical Regulations) together with these Technical Regulations. *Competitors must understand that if the regulations do not mention something, assume it is not allowed!*
- 3.2 Chassis: In accordance with current NCRs **with initial reference to Honda Senior Regulations**.
- 3.3 Bodywork: In accordance with current NCRs for direct drive karts, with the exception that Bigfoot-style Nassau panels of robust plastic construction may be used **provided they are affixed over a homologated Nassau panel**. The lower edge of Nassau panels must be securely affixed to the chassis with a metal bracket, although Bigfoot-style Nassau panels may additionally be secured with cable ties to the bumper and/or chassis. Detachable nose cone mountings are not mandatory.
- 3.4 Rear bumpers: In accordance with current Honda Senior Regulations.**
- 3.5 Engines: Twin Honda GX160T1 QHQ4, GX160UT1 QHQ4/QHG4, GX160UT2 QHQ4 or GX160RT2 QHG4 in conformance with current Honda GX160 Technical Regulations.
- 3.6 Exhaust: In accordance with current Honda GX160 Technical Regulations.
- 3.7 Intake silencing: In accordance with current Honda GX160 Technical Regulations.
- 3.8 Transmission: Direct drive from each engine to the rear axle by a single chain or belt, in accordance with current NCRs.
- 3.9 Brakes: Hydraulic or mechanical disc brake operating on the rear axle only, in accordance with current NCRs. **If the brake disc is level with or protrudes below the part of the chassis that is nearest to the ground, then a robust brake disc protector made from nylon, teflon, carbon fibre, kevlar, rilsan or similar material must be fitted. Brake disc protectors must not be made of metallic or brittle material including PLA.**
- 3.10 Wheels: Fairings must not be attached to any wheel. Tyre cooling devices, whether as integral part of a wheel or an attachment, are also not permitted.**
- 3.11 Tyres:  
 Dry - **Maxxis EVO (MRF ZTD1 and Yokohama ED may also be used for open practice)**  
 Wet - **Maxxis SLW, Yokohama SL03 or Bridgestone YFD**
- Only one set of dry tyres may be used per round, which shall include all races, timed qualifying, sprint qualifying and official practice (not other practice sessions). A maximum of three sets of dry tyres may be used during the season, which must be registered with the Scrutineer(s) before first use.
- In the event a tyre is damaged during a race, qualifying or practice session, it may be replaced by a tyre of similar wear, subject to the approval of the Scrutineer(s).
- The heating of tyres by any method or their treatment by any chemical substance is prohibited.
- 3.12 Fuel Tanks: A centrally mounted fuel tank with a capacity not exceeding 8.2 litres to be used (**please note this is nominally a 7.5 litre fuel tank**). Fuel lines must take a direct route to the carburettors and must not exceed 6 mm in bore with the exception that one in-line fuel filter not exceeding 10 cm in circumference and 5 cm in length may be fitted. Integral fuel tanks must be removed from the engines and replaced with suitable covers.
- 3.13 Fuel: Standard unleaded (BS EN 228) or super unleaded (BS 7800) fuel. **The use of fuel additives including octane boosters is prohibited.**

3.14 Weight: Minimum weight for kart and driver shall be 175 kg at all times. Minimum weight for kart and driver in a Super Category team shall be 185 kg at all times, including a minimum weight of 85 kgs for driver wearing **personal safety equipment**.

3.15 Ballast: Must be safely and securely fitted as follows:

On each side of the seat, a mounting assembly may be attached comprised of two mounting posts each with a separate retaining mechanism. These assemblies must either be welded to the chassis or attached to the frame with two separate brackets. Removable ballast up to a maximum of 5 kg may be carried on each assembly, provided it is mounted on a foam rubber cushion of at least 1 cm thickness and is secured by both posts fitted with heavy duty springs and retaining clips preventing **movement and vibration** of the ballast. If lead ballast is used, a steel plate secured by both posts must also be placed between the ballast and springs.

A removable inner seat that fits inside the main seat may additionally be used. Sheet ballast must be firmly affixed to the rear of the inner seat so as not to impede the fitting in the main seat, and the inner seat must be secured with a minimum of two heavy duty nylon cable ties or other secure method of fixing **sufficient to restrain it within the main seat should the driver be dislodged**. The inner seat and its attached ballast must not exceed 15 kg.

All other ballast must be attached in accordance with the NCRs – i.e. to the chassis and/or seat with two bolts and lock nuts per piece, with the maximum weight of any piece limited to 5 kg. Under no circumstances may a driver carry **additional weight** on their person.

3.16 Number Plates: **Must be secured** and in accordance with current NCRs for the specific class, although novice drivers shall use black with white numbers. The number assigned by the Championship Organisers must be used.

3.17 Camera: May be securely fitted to kart provided it does not exceed **200 grams in weight including any additional casing (but excluding any mounting) and is approved by the Scrutineer(s)**. Must not be fitted to helmets or any part of a driver's person.

When fitted, the camera must be operational at all times whilst a kart is on the circuit, captured images must be retained for at least 30 minutes following the end of the event, and the camera must be surrendered to officials on demand.

3.18 Radio communication: Equipment facilitating verbal or electronic communication between kart and team personnel must not be used, except that the Championship Organisers may permit equipment to be trialled at designated rounds. This must conform with Ofcom regulations and must not be attached to helmet exteriors or compromise their structural integrity in any manner.

3.19 Penalties: Any team contravening a technical regulation during an endurance race will receive a 5-lap penalty and may be disqualified from the race or meeting. Any team contravening a technical regulation during timed qualifying or sprint qualifying will be disqualified from the session or heat and may be disqualified from the meeting. Any team contravening a technical regulation during a practice session will receive a 10-place grid penalty for the next endurance race and may be disqualified from the meeting.

## 4. Contact Information

### Championship Coordinator

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## Appendix: Race Penalties

*This summary is for quick reference, but the penalties specified in Sections 2.2 & 2.3 shall be definitive.*

- 2.2.5 Failure to sign indemnity declaration – driver disqualified from meeting
- 2.2.6 Failing to attend drivers briefing – driver may be fined
- 2.2.7 Failure to provide complete details on team entry – 5-place grid penalty for each race  
Failure to submit scrutineering declaration – disqualification from meeting
- 2.2.10 Using un-scrutineered equipment or providing incomplete/incorrect details – disqualification from race, session, heat or meeting
- 2.2.12 Failure to allow inspection of karts, safety equipment, fuel or tyres – disqualification from meeting
- 2.2.13 Kart not compliant with regulations or failure to make available for post-race examination – disqualification from meeting
- 2.2.14 More than four team personnel and/or team personnel not wearing appropriate protective clothing in pits – 1 lap during race, 10-place grid penalty for next race at other times, or disqualification from meeting  
Individuals may be disqualified from meeting
- 2.2.15 Running of engines outside of areas designated for this purpose and/or unsafe running of engines – 1 lap during race, 10-place grid penalty for next race, or disqualification from meeting
- 2.2.16 Driving karts in areas not designated for this purpose during a meeting – 1 lap during race, 10-place grid penalty for next race, or disqualification from meeting
- 2.2.17 Failure to observe race conditions during practice session – 10-place grid penalty for next race or disqualification from meeting
- 2.2.18 Novice failing to wear or incorrectly wearing hi-visibility vest – 1 lap during race, 10-place grid penalty for next race, or disqualification from meeting
- 2.2.19 Participating in wrong practice session – 5-place grid penalty for next race or disqualification from meeting
- 2.3.3 Contravention of timed qualifying conditions – disqualification from session
- 2.3.4 Contravention of sprint qualifying conditions – disqualification from heat
- 2.3.7 False start on standing start – 10 seconds  
Excessive speed or overtaking before the race is started on a rolling start – 10 seconds  
Entering circuit from the pit line too early – 10 seconds
- 2.3.8 Driver exceeding maximum driving time – 10 seconds per complete minute
- 2.3.9 Missing pit stops – 5 laps per pit stop outstanding
- 2.3.10 Gaining an unfair advantage (2<sup>nd</sup> warning) – 5 seconds (race or sprint qualifying), fastest lap time deleted (timed qualifying)  
Gaining an unfair advantage (3<sup>rd</sup> warning) – 10 seconds (race or sprint qualifying), two fastest lap times (timed qualifying)  
Gaining an unfair advantage (4<sup>th</sup> warning) – 1 lap (race or sprint qualifying), four fastest lap times deleted (timed qualifying)  
Gaining an unfair advantage (5<sup>th</sup> warning) – black flag  
Acting in a manner incompatible with general safety during race or sprint qualifying – 1 lap or disqualification from race, heat or meeting  
Acting in a manner incompatible with general safety during timed qualifying – disqualification from session or meeting

## ARMED FORCES KARTING CHAMPIONSHIP 2026 – ENDURANCE CLASS

- 2.3.11 Excessive speed on rolling lap, overtaking before crossing start line or entering circuit from pit lane too early on green flag restart during race or sprint qualifying – 10 seconds  
Contravening red flag procedure - disqualification from race, heat, session or meeting
- 2.3.12 Overtaking under yellow flag during race or sprint qualifying – 10 seconds  
Overtaking yellow flag during timed qualifying – deletion of fastest lap time
- 2.3.13 Excessive speed or overtaking under yellow flag with SLOW board– 20 seconds  
Overtaking before crossing start line or entering circuit from pit lane too early on green flag restart during race or sprint qualifying – 10 seconds
- 2.2.16 Contravening black with orange disc flag procedure – black flag and report to Clerk-of-the-Course
- 2.3.15 Disregarding black flag – disqualification from race, session, heat or meeting.
- 2.3.16 Exceeding circuit limits during race or sprint qualifying (3<sup>rd</sup> breach) – 5 seconds  
Exceeding circuit limits during race or sprint qualifying (4<sup>th</sup> breach) – 10 seconds  
Exceeding circuit limits during race or sprint qualifying (5<sup>th</sup> breach) – 1 lap  
Exceeding circuit limits during race or sprint qualifying (6<sup>th</sup> breach) – black flag  
Exceeding circuit limits during timed qualifying – deletion of lap time  
Wilfully taking a shortcut during race or sprint qualifying – 1 lap  
Wilfully taking a shortcut during timed qualifying – disqualification from session
- 2.3.17 Excessive speed in pit lane during race or sprint qualifying – 20 seconds  
Excessive speed in pit lane during timed qualifying – deletion of two fastest lap times
- 2.2.19 Re-entering circuit in unsafe manner during race or sprint qualifying – 20 seconds  
Re-entering circuit in unsafe manner during timed qualifying – deletion of two fastest lap times
- 2.3.19 Driving, obstructing and/or illegal team assistance in the pits during race – 1 lap  
Driving, obstructing and/or illegal team assistance in the pits during timed or sprint qualifying – disqualification from session or heat  
Adding or removing ballast in non-designated area during race – 1 lap
- 2.3.20 Underweight during race – 1 lap per kilo or part thereof  
Failing to weigh-in during race – 5 laps  
Underweight or failing to weigh-in during/after timed or sprint qualifying – disqualification from session or heat
- 2.3.21 Refuelling infringement during race – 1 lap  
Refuelling infringement during timed qualifying or prior to race – disqualification from session  
Refuelling infringement during sprint qualifying – disqualification from heat
- 2.3.22 Illegal tyre changes or using wrong tyres during race – 2 laps or disqualification from race  
Illegal tyre changes or using wrong tyres during timed or sprint qualifying – disqualification from session or heat.
- 2.3.23 Incorrect recovery or working on kart whilst on circuit during race – 2 laps and/or disqualification from race  
Incorrect recovery or working on kart whilst on circuit during timed or sprint qualifying – disqualification from session or heat
- 2.3.25 Failing to proceed directly to parc fermé after race – disqualification from race
- 3.19 Contravention of technical regulation during a race – 5 laps, or disqualification from race or meeting  
Contravention of technical regulation during timed qualifying or sprint qualifying – disqualification from session, heat or meeting.  
Contravention of technical regulation during a practice session - 10-place grid penalty for the next race, or disqualification from meeting.

## 2026 Summary of Penalties (Karting)

### Where the Stewards are responsible for all judicial duties:

In accordance with NCR 18, neither the decision for imposing the penalty nor the penalty itself during any race or timed qualifying is eligible for **appeal**. Where the **Clerk of the Course** is satisfied the evidence presentation and for decisions issues before the relevant end of session flag is shown imposing time penalties only, no formal **hearing** is required (see NCR 18.6.1.2 and 18.6.2.2). Any penalty resulting from a Judge of Fact statement may be imposed directly by the Clerk of the Course (see NCR 18.6.2.3).

**The following penalties are mandatory. This does not preclude the judicial body issuing further penalty against other breaches of regulations as defined in NCR 2.3.**

INFRINGEMENT / DESCRIPTION		PENALTY
<b>Driving Penalties</b>		
2.A.1.5	Gaining an unfair advantage	5 seconds or 1 lap (race) Deletion of fastest lap (TQ)
18.7.2.8	Causing a collision, repetition of serious mistakes, a lack of control	5 seconds, 10 seconds, 1 lap or race disqualification (race) Deletion of fastest lap (TQ)
2.1.1.13	Driving in a manner incompatible with general safety	Race disqualification (race) Session disqualification (TQ) Event disqualification
2.1.1.13	Driving in a manner incompatible with general safety – retaliation or intentional contact (including after chequered flag)	Event disqualification, with possible 30-day suspension at the discretion of the Stewards
18.7.2.5e	Crowding of a kart beyond the edge of the track or other abnormal change of direction	10 seconds, 1 lap or race disqualification (race) Deletion of fastest lap or session disqualification (TQ) Event disqualification
<b>Flags</b>		
2.1.1.14	Contravention of flag signal <u>before or after race</u>	5 seconds
2.1.1.14	Contravention of flag signal <u>during race</u>	10 seconds
2.1.1.14	Contravention of flag signal – ignoring technical flag twice	Black flag & referral to Clerk of the Course / Stewards
2.1.1.14	Contravention of flag signal - black flag (ignored more than once)	Race, Session or Event disqualification
<b>Behaviour</b>		
2.1.1.16	Misbehaviour, unfair practice	Reprimand, fine, race or meeting disqualification
2.1.1.1	Abusive language, behaviour or assault	Race disqualification (4 points) Event disqualification (6 points), with possible 30-day suspension
<b>Other</b>		
6.1.2.3	Failure to attend Drivers' Briefing	Fine of £50 for first offence, multiplied on each successive occasion
6.1.2.4	Failure to obey an Official of the Meeting	Race disqualification (4 points) Event disqualification (6 points)
<b>Technical</b>		
Competitors are reminded that following the introduction of NCR 18.6.3 from 2026, competitors will be permitted to waive their right to a judicial hearing when non-compliance is not contested.		
2.8	Scrutineer Non-Compliance Report, vehicle or component ineligible	Race or Event disqualification
2.8.31	Underweight	Race disqualification
18.5.4	Failure to report to scrutineering	Race or Event disqualification
18.8.18.2	Incorrectly positioned front fairing	5 second penalty (race) Deletion of fastest time (TQ)
18.8.18.2	Attempting to tamper with or reattach the front fairing	Event disqualification



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

[Motorsportuk.org/racewithrespect](https://Motorsportuk.org/racewithrespect)  
[#RaceWithRespect](https://RaceWithRespect)

### **The Values**

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK
- Any breach of these obligations may result in disciplinary action.