TEESSIDE OWNER SPRINT 2025 / 2026 WINTER SERIES

INTRODUCTION

The Teesside Winter Series is designed to give our regular drivers a taste of racing at other circuits without having to learn a new set of rules, regs and expectations. Each of the four events will run the same as a normal Teesside Owner Sprint, with the same officials and routine.

If you are a new driver who hasn't raced with Teesside before, please make sure that you have a clear understanding of our structure and expectations for our events.

Our main aim is to have good clean racing in a family friendly paddock; we take a very dim view on aggressive behaviour both on and off the circuit.

All decisions made by the race officials will be final with no enquiries and no right of appeal.

Teesside Winter Series Championship 2025–26 – Summary

Rounds & Dates

• Rowrah: 6-7 December 2025

• Teesside (0 Plate): 28–29 December 2025

• Three Sisters: 24–25 January 2026

• **GYG**: 21–22 February 2026

CIRCUIT RULES

Guidelines for your stay at Teesside

We have a limited amount of paddock space, so we ask that:

- If the paddock is full, please use the overflow carpark.
- You should always leave a clear road around the carpark and do not block the entrance and exits.
- The road outlined in YELLOW in the bottom paddock is an ambulance run and should always be kept clear.
- If you are going to be late, please let us know so we can arrange for you to be let in.
- If you arrive after the gates are locked, please wait until the morning to gain entry.
- Park your vehicles with consideration to other users.

Power

- Electric hooks-up are limited and will be allocated on a first-come first-served basis.
- You should always bring a generator with you if you require power for the race weekend.
- When using the hook-ups, you must be sensible. If you run ten extension leads with heaters and kettles plugged in and then start to weld it's going to blow the fuse, we do reserve the right to unplugged anyone who is not being reasonable.
- 1 electric hook up is for 1 motorhome/caravan only bridging between motorhomes/caravans is prohibited and may result in the removal of the hook-up and no refund.
- When using the electric hook-ups, you must NOT plug in a welder or any other high pull machinery.
- NO WELDING IN THE PADDOCK
- Generators should be turned off at 10 pm.
- Generators should only be placed in a position that doesn't adversely affect other paddock users.
- It shouldn't disturb others.
- It shouldn't cause fumes to be directed into your or anyone else's awnings/tents or caravans.
- Generators should not be placed in your awning.
- If your generator is very loud, you may be asked to turn it off.

Engines

- You should not start your engines before 0800 or after 2000 unless otherwise directed by an official
- You should not excessively rev your engines at any time especially on the dummy grid
- We reserve the right to give penalties for people who contravene these rules
- Engines should not be started on the stand in a way that allows the wheels to freely spin
- Engines should be started on the ground or with the brake applied

Bikes/scooters etc

- Children are welcome to ride bikes and scooters in the paddock when the circuit is not running, if they do so in a considerate manner and are aware of cars and vans moving around the paddock.
- Once the track is live the use of scooters and bikes in the paddock and viewing areas in PROHIBITED.
- We will speak harshly with any parent who allows their child to become a nuisance, or to break this rule. This rule is for the safety of your child.

All the above rules will apply at the three other venues: Rowrah, Three Sisters and GYG have strict rules regarding the use of their paddocks, overnight stays and leaving rubbish and tyres behind.

GENERAL SPRINT RULES

The goal of these regulations is to guide both the general safety of any meeting and the format the meetings will take. As the circuit operator, 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 network sites.

This Championship runs outside of the MSUK as an IKR [Independent Kart Race]. We still look to recognised regulations for each class.

We operate on the basis that <u>'if it doesn't say you can do it, then you can NOT do it'</u>, please always work on this assumption.

General rules that apply to all classes

Tyres

- Tyres should only be used in the condition you buy them in from the manufacturer.
- You should never add any chemicals including household cleaners or PVA cleaner, tyre softener to your tyres.
- You should never manually rough-up/scrub the surface of the tyres
- You should never apply heat [tyre warmers] to the tyre before racing

Wheels

• Unless otherwise stated the use of MAG wheels is free in all classes.

Fuel & Oil

- No fuel additives
- You must only use fuel purchased from the allocated garage adjacent to the circuit.
- Only pump fuel from the designated garage.
- For Teesside-based races Race fuel must be purchased from The BP Filling Station, Cambridge Rd, Middlesbrough TS3 8AG
- Designated Fuel Stations for travelling races will be declared separately
- A receipt must be supplied if requested dated no more than 7 days prior to event
- Bambinos must only use a CIK approved oil.

Weight

- Lead or ballast must be attached to the kart with a minimum of two mechanical fixings
- The total amount of ballast added to the kart must not exceed 30kg without prior agreement with the Clerk of the Course

Safety equipment

- All drivers should have a fire extinguisher on hand in their pit/paddock area
- All drivers should have a helmet the meets with BS6658 type B and be fitted correctly with a functional strap
- An abrasion-resistant overall or race suit, gloves and footwear that protects the ankles

Other

- Minimum ages are laid out class by class, any drivers wishing to compete outside of these parameters must seek approval
- All karts must be always moved around the site on trolleys. No Karts can be driven in the paddocks at any of the venues.

• Kart must be pushed to the dummy grid and collected from the scales and pushed back at the end of races – this is for the safety of everyone on site.

ENTRY

- All entries online https://teessideautodrome.alphatiming.co.uk
- No duplicate numbers will be allowed
- Your championship number will not be reserved or kept from previous seasons, so you will need to choose your number again for the Winter Series
- · Seeded numbers are not in use
- The use of A, H, 0, UK, S, I and GP plates can be used by prior agreement with the organiser you will need to book online using a race number.
- Drivers who won the right to use the 0 plate may select this number other drivers may not choose 0
- We only take entries online: booking, payment, signing on and scrutineering are online only.
- Each driver must check in in person at the venue before driving on circuit. A driver's band will be issued
- For the Winter Series each event is listed as a two-day event, with practice and the race day as one payment
- Qualifying will take place on the Saturday afternoon of the first day.
- Race day only entries can be made once you have entered the Championship by contacting the
 office directly.
- All entries must be made by 1200 the day before practice [normally a Friday] a late fee of £30 will be charged for any on the day entries.
- All grids require minimum numbers to run; we may choose to combine grids of similar classification into one bigger grid or cancel grids that have under 10 drivers and/or cannot be safely combined with another class.

RESULTS AND GRIDS

- Results from qualifying and each heat will be published online on the event noticeboard which you can find in your Alpha account
- Grids will be published only on the online noticeboard.
- · Grids are not Printed.
- Changes and notifications will ONLY be posted to the online via the Alpha Noticeboard.
- Notifications and calls to the Clerk of the Course will only be in the App make sure you check regularly for updates.

ITINERARY

An itinerary will be published prior to each event via the online noticeboard.

TYRE REGULATIONS

- Maximum one set of slick tyres per round (Qualifying, Heats and Final) new or used.
- Wet tyres are unlimited.
- Tyres must not be chemically treated, softened, pre-heated, or scrubbed.
- Only use tyres in the condition sold by the manufacturer.

RACE FORMAT

- Qualifying → Heat 1 Grid
- Heat 1 Result → Heat 2 Grid
- Combined Heat Points → Final Grid
- Race Lengths:
 - o Bambino: 5m Qualifying, 7 mins + 1 lap (Heats and Final)
 - \circ Cadet / Mini / Inter: 5m Qualifying, 2x 8m + 1 lap Heats, 10m + 1 lap Final
 - o Junior & Senior: 5m Qualifying, 2x 8m + 1 lap Heats, 12m + 1 lap Final

Race lengths may be shortened at CoC/Race Director discretion.

Race Finish

- o All sessions and races will finish with a Chequered Flag either and physical or digital flag
- Drivers are required to complete a cool-down lap of the circuit before re-entering the pits this
 varies by circuit instructions will be given in the briefing.
- o Drivers are required to stop on the scales and weighed, as directed.
- Drivers that fail to meet the weight requirements for their class receive one of the following penalties
 - Be disqualified from the session.
 - Be excluded from the whole days of racing.
- All Karts must be on trollies and should be placed on the trolly in the collection area.

BREAKDOWNS ON TRACK

- Karts that break down on the circuit will be pushed to a place of safety.
- Bambinos and Cadets should wait for assistance from a marshal and should be told to stay in their karts until told otherwise by track staff

NO PARENT SHOULD ENTER THE CIRCUIT TO HELP OR RECOVER THEIRS OR ANY OTHER CHILD.

- In the case of an accident, no parent should enter the track unless told to do so.
- No parent or non-track personnel should touch, move, or remove a helmet from any driver who has had an accident.
- Our staff have paramedic-level technician training in dealing with RTA's and should be left to assess the situation and administer any needed help.
- If a driver is receiving medical help on track, when it is safe to do so, one parent will be escorted across the circuit to the driver.
- No repairs should be carried out on the track.
- You may restart your kart, or a marshal may start your kart
- At the end of the race, we will recover any karts from the track; please do not enter the circuit unless specifically told to do so.

SAFETY AND SCRUTINEERING

- Online scrutineering must be completed before official practice.
- Barcoded tyres only damaged barcodes must be verified by scrutineer.
- No kart driving in paddock trolleys only.
- No engine running before 08:00 or after 20:00. [Three Sisters no engines started before 10am]
- · All karts and equipment visually checked before qualifying.
- Technical checks may be made at any time non-compliance may result in disqualification or penalties.
- Each driver must have:
 - Fire extinguisher in paddock
 - Valid helmet (BS6658 Type B or higher)
 - o Race suit, gloves, and ankle-protecting footwear

POINTS SYSTEM

- Points awarded for each heat and the final.
- Drivers must complete 50% race distance to score points.
- Disqualification (DSQ) = 0 points (cannot be dropped round).
- Maximum per round = 165 points
- Series trophies awarded to class winners at end-of-season presentation.

Heat Points Example:

1st: 50, 2nd: 49, 3rd: 48, ... 50th: 1

Final Points Example:

1st: 65, 2nd: 58, 3rd: 53, ... 45th: 1

PENALTIES

(Key Examples) – this is an example other penalties will be applied as required at the discretion of the Officials.

INFRINGEMENT	PENALTY	
ABC - Advantage by contact – first offence	Warning and a 5-second penalty	
ABC – Advantage by contact – second offence	Black flag – 5-second penalty	
Driving in an unsafe and reckless manner	Warning/black flag/DSQ	
Aggravated contact	Black Flag/ DSQ from the meeting	
Failure to make the grid	Start from the back of the grid	
Overtaking during formation laps	5-second penalty	
Weaving or spinning during formation laps	5-second penalty or grid penalty	
Jumping the Start	5-second penalty 1 st offence/ 10 second 2 nd offence	
Spinning out on the warm-up/rolling laps	Start from the back of the grid	
Not attending the briefing	£50 fine	
Failure to comply with flag signals – first offence	Warning – 5-second penalty	
Failure to comply with flag signals – second offence	Black flag – 5-second penalty	
Failure to comply with flag signals – third offence	10-second penalty	
Overtaking or failure to slow down after chequered flag	Up to 5-second penalty	
Drugs and alcohol	Exclusion meeting – possible Championship	
Drugs and alcohol – pit crew/Family	Exclusion	
Aggressive and/or abusive behaviour	Exclusion	
Aggressive and/or abusive behaviour – pit crew/family	Exclusion	
Failure to obey an official of the meeting	Exclusion from meeting	
Underweight	Qualifying start from back of grid / race DSQ	
Failure of scrutineering	Exclusion from meeting	
Failure of scrutineering engine/s	Exclusion from Championship	
Unsporting conduct on or off the circuit	At the discretion of CoC	

The warnings and penalties are an example of the most seen and applied, this list is not exhaustive, the Clerk of the Course and the Steward and their deputies will apply penalties as they see fit with no appeal or recourse.

Warnings will be on the Digi flag during the race when available or given manually.

Warnings that must be applied post-race will be announced on the results.

It is the drivers' responsibility to check the flag every time they pass it.

It is the driver's responsibility to make their way to the CoC if required.

Check the Alpha Race Hub App after each session to check if you are being summoned to the Clerk of the Course.

Parents of children who are receiving a penalty are not permitted to interfere with the CoC discussion with the child.

We are not trying to upset or verbally abuse your child

We are advising them and trying to teach them the correct way they should perform on the circuit.

Parents who do not behave, become aggressive or verbally abusive will incur penalties up to and including the disqualification of their child from the race or the Championship. Likewise, for any other party, senior drivers that become aggressive.

As part of the Respect in Racing group of IKR circuits, bans from meetings, aggressive behaviour and serious penalties will be shared with all IKR championships and MSUK, resulting in refusal to race at other events.

CODE OF CONDUCT

- No foul language, abuse, or aggressive behaviour toward staff or other teams.
- Parents/mechanics are not permitted on circuit unless escorted by officials.
- Drugs, alcohol, or inappropriate conduct by drivers or pit crew will result in penalties.
- Respect in Racing policy applies bans may extend across all IKR venues.
- It is the driver's responsibility to follow procedures and be ready for their sessions.

REGULATIONS BY CLASSIFICATION

2025/2026

BAMBINO C50

(Teesside Winter Series 2025–26)

Eligible Age: This class is for drivers aged 6 to 8 years old using Comer C50 engines.

It is a non-gearbox class. The following rules apply in full and must be always complied with.

Chassis & Engine

- Karts must conform to the Bambino chassis homologation regulations as per the national regulations for the class unless otherwise stated.
- Comer C50 engine must be run to the latest Comer C50 technical fiche.
- Only karts and engines that conform fully to the technical fiche will be allowed to race.
- Any modifications, tuning or deviations from the fiche will result in exclusion from the event.
- Clutches must be of standard configuration and must engage below 6,000 rpm.
- Spark plug must be NGK B9EG or equivalent as per the fiche.
- Exhaust and restrictor must match those listed in the Comer C50 fiche.
- Chain guards and bumpers must be fitted and comply with safety regulations.

Weight

• Minimum weight: 69 kg (kart + driver, post-race).

Fuel & Oil

- Fuel: 95 RON pump fuel only.
- Oil: CIK-homologated 2-stroke oil, mixed to the manufacturer's recommended ratio.

Tyres

- Tyres must be Le Cont MSA 04 All Weather.
- Tyres must have a minimum of 2 mm tread depth consistently across the entire surface of the tyre.

Timing & Data Logging

- AMB TranX 160 or TR2 transponders must be fitted (driver-supplied or hired).
- Data logging is not permitted, except for lap time and RPM.
- All other sensors must be removed.

Driver Equipment & Safety

- Drivers must wear:
 - o A CIK-homologated race suit
 - CIK-approved gloves
 - o Boots
 - o Full-face helmet with current approval sticker
- Karts will be subject to full scrutineering, including:
 - o Safety checks
 - o Compliance to the fiche
- The organiser reserves the right to:
 - o Request dyno testing
 - Strip engines post-race

Race Format & Conduct

- Format: Practice, Qualifying, 2 heats and a final
- This is a development class; we are looking for good clean and consistent driving
- Driving standards will be monitored with that in mind
- The Clerk of the Course may remove any driver:
 - o Who is unsafe
 - Or poses a risk to others

MIGHT E BAMBINO

Eligible Age: 6th birthday to 31st December of the year of 8th birthday Licence Required: Kart Interclub (Bambino) Licence (or Kart Clubman (Bambino) for Time Trials) Chassis: Nationally recognised Bambino chassis only

Chassis

- Only nationally recognised Bambino chassis permitted
- No carbon fibre, Kevlar, magnesium, ceramic, or titanium components
- Bodywork must be as registered with the chassis no modifications allowed
- Front fairing mounting kits (CIK-FIA style) are not required
- Rear bumper must not exceed overall rear width and must cover at least 50% of each rear wheel/tyre
- Maximum rear width: 1100mm
- Side pods must not extend beyond the outer edge of the rear tyres
- No modification of stub axles permitted
- Steering wheel is free; any data equipment must be mounted in line with the dish
- All steering columns must have a security ring below the top mount, secured with at least two locked grub screws
- Caster/Camber adjustment not permitted unless otherwise stated in event or series regulations
- Aluminium floor trays only; must be securely fastened

Powertrain

- MightE Bambino Gen 4 powertrain only
- Complete system must be as supplied, including:
 - o Motor
 - o Controller
 - Battery Pack
 - o Battery Management System
 - o Throttle Sensor
 - o Brake Sensor
 - Mounting System
- All components must remain sealed with original MightE-issued seals
- · No modifications permitted
- Event organisers or a MightE representative may access motor/battery data to check compliance

Transmission

- Direct drive via chain
- Only MightE-supplied 30T front sprocket and 63T rear sprocket may be used
- Axle must be magnetic steel and registered with the chassis
- Axle must have circlips fitted at both ends
- Bearings must be steel ball race type ceramic or exotic bearings are not permitted
- Quick-release bearing carriers are not permitted
- Chain/sprocket guard must be fitted in line with nationally recognised regulations

Brakes

- Mechanical system, solid disc, acting on rear axle only
- Interruptions (drilled, slotted, grooved) permitted
- Radially vented discs not permitted
- Dual linkage (secondary cable) must be fitted at all times
- Brake disc protector must be fitted where required by regulation

Tyres & Wheels

- Tyres: Le Cont MSA 04 All-Weather
 - Front: 10 x 4.00 x 5Rear: 11 x 5.00 x 5
 - o Max Circumference: Front 820mm / Rear 840mm
 - o Minimum tread depth: 1mm at any point
- Wheels: Aluminium only
 - o Front: 100mm to 115mm (measured edge to edge)
 - o Rear: 140mm ±2mm
 - o Stub axles must not protrude beyond front wheels
 - No double-bolt rear hubs

Weight

- Minimum combined kart + driver weight: 83kg
- Minimum driver weight (including safety equipment): 21.5kg

Number Plates

- Background: Blue
- Numbers: White, Classic style
- Rear plate: Full size only (no trimmed or cut-down plates)
- Side pods:
 - o Minimum 16.5cm high x 7.8cm wide
 - o Numbers: At least 13cm high and 1.5cm stroke width
 - o Minimum 1cm space around numbers

Data Logging

- Only permitted for:
 - o Powertrain parameters (as per homologation)
 - o GPS data
 - Lap times
- No other sensors or data logging permitted
- Unapproved sensors must be removed from the kart

HONDA GX200 CADET (Cadet 200)

Eligibility

- Age Range: 8 to 12 years old
- Minimum Weight: 107kg (including driver)body weight 28kg
- Number Plates: Yellow background with red numbers (Classic font)

Chassis

- Must be a nationally recognised Cadet chassis
- Must comply with national Cadet homologation standards
- Only components listed in the homologation fiche for the chassis may be used
- No modification of steering geometry or suspension unless specified in the fiche
- Stub axles must not be modified

Engine

- Type: Honda GX200, 4-stroke, single-cylinder
- Suppliers: Any nationally recognised and approved supplier (e.g., RPM, Venom)
- Sealing: Engine must be sealed and conform to the national technical fiche
- Restrictor: Mandatory restrictor must be fitted as per national regulations
- Only genuine Honda components permitted unless otherwise specified
- Preparation and rebuilding must comply with the technical fiche in all aspects

Spark plugs

- NGK BP6ES must have resistor in place (Honda plug cap only)
- NGK BPR6ES with resistor cap is free
- Gap is free

Exhaust & Intake

- Exhaust must be per the class technical fiche
- No additional silencers or changes to the standard class system allowed
- Air filter and airbox must remain as per fiche

Cooling

- Standard Honda fan cooling only
- No modifications to cooling system permitted

Fuel & Carburation

- Fuel: Standard unleaded pump fuel (97–99 RON recommended)
- Oil: Any commercially available 4-stroke oil
- Carburettor must be Honda GX140 or GX160 type as per fiche
- No performance-enhancing modifications allowed
- Jetting must be within the parameters stated in the national technical fiche

Transmission

- · Standard centrifugal clutch only
- No alterations to gear ratio or clutch internals
- Drive sprocket must be 219 pitch chain
- · Rear axle sprockets free but must maintain 219 pitch
- Fixed gearing of 20 tooth clutch and 68 rear sprocket.

Tyres & Wheels

- Dry Tyres: Vega Cadetti Slick
- Wet Tyres: Vega Cadetti Wet WM1
- Wheels must be manufactured from aluminium
- No tyre softeners, warmers, or chemical treatments permitted
- Tyres must be used as supplied and must comply with manufacturer specifications

Braking System

- Mechanical brake system only
- Brake must act on rear axle only
- Steel brake disc only slotted or vented allowed if part of chassis homologation
- Dual-cable brake linkage required

Bodywork & Bumpers

- Must comply with Cadet class bodywork regulations
- CIK-style front fairing brackets permitted but must not be modified
- Rear bumper must not exceed overall width of rear wheels/tyres
- Side pods must not extend beyond outer edge of rear wheels

Data Logging

- GPS-based lap timers allowed
- Engine temp and RPM sensors allowed
- Live telemetry or radio communications are not permitted

General Conduct

- Karts must be presented in a clean and safe condition at all times
- All mechanical work must comply fully with national technical regulations
- The scrutineer's decision is final

ROTAX MICRO MAX

Eligibility

- · Age Range: 8 to 12 years old
- Minimum Weight: 105kg (including driver)body weight 28kg
- Number Plates: Yellow background with black numbers

Chassis

- Must be a nationally recognised Cadet chassis
- Must conform to national homologation standards

Engine

- Type: Rotax 125 Micro Max, 2-stroke
- Sealing: Only engines sealed by an authorised Rotax service centre are permitted
- Must conform to current Rotax Micro Max fiche in all respects
- Exhaust Restrictor: Mandatory must be fitted in accordance with the fiche
- No modifications allowed to engine or components

Fuel & Lubrication

- Fuel: Unleaded pump fuel (98 Octane recommended)
- Oil: Rotax XPS full synthetic 2-stroke oil
- Fuel must be mixed and presented in accordance with Rotax regulations

Carburetion & Electronics

- Only the carburettor model specified in the Rotax fiche is permitted
- ECU, wiring loom and ignition system must be per the current fiche

Cooling System

- Radiator and hoses must conform to fiche specifications
- Radiator guards or tape may be used as per regulations

Transmission

- · Direct drive via centrifugal clutch
- · Sprockets and chain must comply with national fiche

Tyres & Wheels

- Dry Tyres: Vega Cadetti
- Wet Tyres: Vega WM1
- Tyres must comply with manufacturer guidelines and be untreated

Braking System

- Single rear brake only
- Hydraulic system as per chassis homologation
- No dual-linkage required unless specified by chassis

Bodywork & Bumpers

- Must conform to Cadet bodywork regulations
- Side pods, nassau panel and rear bumper must meet homologation drawings

Data Logging

- Lap timers permitted
- No live telemetry or remote adjustments
- RPM and temperature sensors permitted

General Conduct

- Karts must be prepared to a high standard and meet all safety checks
- The scrutineer's decision on eligibility and compliance is final

IAME WATER SWIFT (RESTRICTED)

Eligibility

- Age Range: 8 to 12 years old
- Minimum Weight: 103kg (including driver)body weight 26kg
- Number Plates: Yellow background with black numbers

Chassis

- Must be a nationally recognised Cadet chassis
- Must conform to national homologation standards

Engine

- Type: IAME Water Swift (Restricted), 2-stroke
- Must conform to nationally recognised IAME Water Swift (Restricted) fiche
- · Exhaust restrictor must be fitted as per regulations
- Engines must be sealed by an authorised engine builder
- No engine tuning or performance modification permitted

Cooling System

- Water cooled with radiator and pump as per fiche
- · Radiator may be taped but not relocated or modified

Fuel & Lubrication

- Fuel: Unleaded pump fuel (97–99 RON recommended)
- Oil: High quality 2-stroke kart racing oil
- Fuel/oil mix ratio must be per engine builder recommendations or national standards

Carburetion & Electronics

- Carburettor and electronic components must match current fiche
- Ignition system must be standard for the class

Transmission

- · Centrifugal clutch as per class rules
- Chain and sprockets must match manufacturer recommendations

Tyres & Wheels

- Dry Tyres: LeCont all-weather MSA 04
- Tyres must have a minimum of 2mm of tread depth consistently across the surface
- No chemical treatment or warming of tyres permitted

Braking System

- Rear brake only
- Hydraulic or mechanical system allowed depending on chassis spec
- Must comply with national safety requirements

Bodywork & Bumpers

- As per national cadet specifications
- Front fairing, nassau, side pods and rear bumper must match homologation

Data Logging

- Lap timing, RPM and temperature sensors allowed
- No GPS or live telemetry

General Conduct

- Kart must be clean, safe and fully compliant
- No tolerance for non-compliance with technical standards
- Final decision on eligibility lies with the scrutineer

HONDA INTER (R200)

THESE REGS ARE CURRENTLY BEING UPDATED AND MAY CONTAIN ADDITIONAL INFORMATION BEFORE THE START OF THE SEASON.

Eligibility

- Age Range: From the year of 10th birthday to the end of the year of 13th birthday
- Minimum Weight: 115kg (including driver)body weight 33kg
- Number Plates: Yellow background with red numbers

Engine

- Honda R200, four-stroke, single-cylinder
- Must comply with the nationally recognised R200 technical fiche
- Engine must be sealed by a recognised builder (e.g. RPM, Venom, Tornado)
- No internal modifications permitted outside of fiche
- Must use standard Honda cylinder head, camshaft, crankshaft, piston, conrod, valves, and flywheel
- Carburettor must be as specified: nibbi PE22FL main jet to be 105
- RPM limiters may be used if declared and fitted securely
- No modification to the sealed engine outside of the fiche is permitted
- No forced air induction, including but not limited to venting or tubing, to be fitted to or around any part of the engine

Exhaust & Intake

- Exhaust system must comply with current R200 technical fiche
- Silencer must be fitted as per class specification
- K&N Air filter RU-2690 to be fitted with no modification, cover or aftermarket devices fitted to stop ingress of liquids
- No forced air induction, including but not limited to venting or tubing, to be fitted to or around any part of the exhaust system

Fuel & Oil

- Fuel: Standard unleaded pump fuel (97–99 RON recommended)
- Oil: Any commercially available 4-stroke engine oil
- · Fuel additives and power-boosting agents are strictly prohibited

Cooling System

- Standard fan-assisted air cooling only
- No external cooling aids or modifications allowed

Transmission

- Noram Magnum Clutch with white springs, heavy shoe both 22 and 20 tooth is permitted.
- Drive sprocket and rear sprockets must use 219 pitch chain
- No additional gearing, slipper clutches or performance enhancements permitted
- Direct drive to engine via single chain only
- · Chain guard must be fitted at all times
- The gearing for R200 is open

Chassis

- As per Inter class regulations CIK-FIA homologated or nationally recognised chassis
- Must conform to the chassis fiche with no alterations outside of scope

Tyres & Wheels

- Dry Tyres: Mojo C2Wet Tyres: Mojo CW
- Tyres must be used as supplied with no warming or chemical treatment
- Must maintain minimum tread depth as per event regulations
- Aluminium wheels only

Brakes

- Hydraulic brake on rear axle only
- Steel disc, vented or slotted if per homologation
- Dual-linkage system required

Spark plugs

- NGK BP6ES must have resistor in place (Honda plug cap only)
- NGK BPR6ES with resistor cap is free
- Gap is free

Bodywork

- Full CIK-style bodywork including front fairing, nassau panel, side pods and rear bumper
- Drop-down front bumper mandatory
- All bodywork should be used as supplied. No modifications allowed

Data Logging

- GPS-based lap timers allowed
- Engine temp and RPM sensors allowed
- · Live telemetry or radio communications are not permitted
- Sensors must be securely mounted and declared

General Conduct

- Kart must be presented in clean, safe, and race-ready condition
- Engine, chassis and safety equipment must comply fully with national regulations
- Scrutineer's decision is final on compliance and eligibility

INTER MAX (ROTAX)

Eligibility

- Age Range: From the year of the 10th birthday to the end of the year of the 13th birthday
- 115kg with body weight of 33kg

Chassis

- Must be a nationally recognised or homologated Inter chassis
- Must conform to homologation standards with no modifications outside of the official chassis fiche

Engine

- Type: Rotax 125 Inter Max, 2-stroke
- Only sealed engines prepared by an authorised service centre are permitted
- Must comply fully with the current national Rotax Inter Max technical fiche
- · Exhaust restrictor: Mandatory and must be fitted in accordance with the fiche
- No performance modifications or changes to engine components are permitted

Fuel & Lubrication

- Fuel: Standard pump unleaded (97–99 RON recommended)
- Oil: Rotax XPS or other nationally approved synthetic 2-stroke oil
- Fuel must be presented pre-mixed and in accordance with event regulations

Carburetion & Electronics

- Only carburettors, ignition systems, ECUs and wiring looms listed in the current fiche are permitted
- No changes or reprogramming allowed outside what is detailed in the national regulations

Cooling

- · Radiator and hoses must conform to the class fiche
- Radiator guards or tape may be used as per event regulations

Transmission

- Direct drive using centrifugal clutch only
- Sprockets and chain must conform to 219 pitch
- No gearing or transmission modifications outside of permitted fiche

Tyres & Wheels

- Dry Tyres: Mojo C2
- Wet Tyres: Mojo CW
- Tyres must not be treated, modified or pre-warmed
- · Minimum tread depth may be enforced by the scrutineer
- Aluminium wheels only

Brakes

- Rear axle brake only
- Hydraulic system as per chassis homologation
- Brake components must remain standard and unmodified

Bodywork & Bumpers

- Full bodywork including front fairing, nassau panel, side pods and rear bumper must be fitted
- Bodywork must conform to homologation and safety standards
- Drop-down front fairing mandatory
- · No modifications permitted

Data Logging

- RPM, engine temp and lap timer data logging is permitted
- Live telemetry, GPS and remote adjustment systems are not permitted
- Additional sensors must be declared and may be inspected

General Conduct

- Karts must be presented in a clean, race-ready and safe condition
- All components must comply with national regulations and homologation fiches
- The scrutineer's decision is final on technical compliance and safety

IAME WATER SWIFT (INTER)

Eligibility

• Age Range: From the year of the 10th birthday to the end of the year of the 13th birthday

Chassis

- Must be a nationally recognised or homologated Inter chassis
- Must comply with homologation fiche in all respects
- No modifications permitted outside of fiche approval

Engine

- Type: IAME Water Swift 60cc Inter specification
- Only engines sealed by an authorised IAME service agent are permitted
- Must comply fully with the current nationally recognised IAME Water Swift (Inter) fiche
- No performance-enhancing modifications allowed
- All engine components (carburettor, ignition, piston, crank, etc.) must remain as per fiche

Exhaust & Cooling

- Exhaust must comply with the current fiche
- Cooling must be via water radiator as per homologation
- No additional cooling aids allowed unless specified in fiche
- Radiator guards/tape permitted in accordance with event regulations

Fuel & Oil

- Fuel: Standard unleaded pump fuel (97–99 RON recommended)
- Oil: CIK-FIA approved or nationally recognised synthetic 2-stroke kart oil
- Fuel/oil mix must be prepared in line with event rules and presented ready for scrutineering

Carburetion & Electronics

- Only the Tillotson carburettor model stated in the fiche is permitted
- All ignition systems must comply with the class fiche
- No alterations or mapping changes allowed

Transmission

- Direct drive only no clutches permitted
- Sprockets and chain must conform to 219 pitch
- No alternative transmission setups permitted

Tyres & Wheels

- Dry Tyres: Vega Cadetti
- Wet Tyres: As per event regulations if permitted
- Tyres must not be modified, treated, or pre-warmed
- Aluminium wheels only
- Minimum tread depth must be maintained

Braking System

- Rear brake only
- Hydraulic system per chassis homologation
- Steel disc, vented or slotted as per fiche
- Dual cable or secondary safety linkage must be fitted

Bodywork & Bumpers

- Full Inter bodywork must be used, including nassau panel, side pods, front and rear bumpers
- Drop-down front fairing required

• No modifications to bodywork outside of homologation

Data Logging

- Lap timers, RPM and temperature sensors permitted
- No GPS, telemetry, or remote adjustment features allowed
- All data equipment must be securely fitted and available for inspection

General Conduct

- Karts must be presented in clean, safe and race-ready condition
- Technical compliance will be checked against the latest national fiche for the class
- The scrutineer's decision is final in all matters of legality and safety

Junior Classes - General Introduction

The Junior category is designed for drivers aged between 12 and 15 years, offering a competitive environment for those progressing from Cadet racing or entering karting at a higher level. Each class within the Junior category is governed by the national technical regulations relevant to that engine type, with Teesside-specific rules applied where necessary.

Chassis must be nationally approved and maintained to a high safety standard. All engines must be sealed and run in accordance with their official technical fiche. Fair and consistent competition is expected across all classes.

All Junior classes run on control tyres as specified per category, and scrutineering may include tyre barcode verification, fuel testing, and seal checks.

It is the responsibility of each driver and team to ensure full compliance with both national and event-specific technical regulations. Non-compliance may result in exclusion from the results.

JUNIOR ROTAX

Eligibility

- Age: From the year of 12th birthday to 31st December of the year of 16th birthday.
- Drivers under 13 must hold a valid National Kart Licence.
- Minimum driver weight: 40kg.
- Minimum kart + driver weight: 145kg.
- Number plates: Red background with white numbers.

Chassis & Bodywork

- Any chassis approved under national regulations.
- CIK rear bumper must be fitted with end pieces intact and contrasting in colour.
- Front Nassau panel, side pods, and other bodywork must comply with national chassis rules.

Wheels & Tyres

- Dry Tyres: MOJO D2XX (CIK Option)
- Wet Tyres: MOJO W5 (CIK Rain)
- Correct rotation direction must be followed (arrow on tyre sidewall).
- Tyres must be barcode approved.

Engine

- Engine: Rotax 125 Junior MAX, sealed with official seals from authorised dealers.
- Must be run in standard form only no modifications unless specified in national technical fiche.
- Only authorised dealers can reseal engines. Identity cards must be used and shown when requested.
- All engine components (air box, carb, exhaust, radiator, etc.) must be as supplied by Rotax.
- Cylinder must be non-power valve type.

Permitted Engine Repairs

- Helicoils/inserts for thread repairs (not spark plug thread).
- Minor welding to return components to original spec.
- Replacement of wiring connectors and starter motor repairs.

Cooling System

- Radiator must be mounted on the right side.
- Thermostat system (if used) must be complete.
- Hose clips, brackets, and minor radiator repairs are allowed.

Ignition & Battery

- Digital ignition with variable timing (EVO system).
- Only approved batteries allowed (lead acid or specific lithium models).
- Minimum HT lead length: 210mm.
- Spark plug types: NGK GR8DI or GR9DI.

Carburettor & Fuel

- Dellorto VHSB 34 XS carburettor only.
- Standard settings and jets must be used (as per fiche).
- Float height must be within spec using approved gauge.
- Mikuni DF 44-210 or Dellorto 994487 fuel pumps only.
- In-line fuel filter from Rotax must be used.

Airbox & Exhaust

- Type 2 airbox only unmodified with all brackets and seals.
- EVO exhaust system with silencer and 90° outlet no modification allowed.

- EGT sensor socket allowed (welded between 50–80mm from ball joint).
- Endplate fasteners may be screws or rivets jubilee clips allowed.

Transmission

- Direct drive via single chain.
- Must use approved clutch no grease or lubrication inside.
- Sprockets must use approved needle bearing setup.

Brakes

• Hydraulic rear disc brake only.

Data Logging

- Permitted.
- May log: RPM (via HT lead), water temp, EGT, GPS speed, lap times, G-force (X/Y).
- Logger batteries must be safely mounted (on Nassau panel support if separate).

IAME X30 JUNIOR

Eligibility

- Age: From the year of the 12th birthday to 31st December of the year of the 15th birthday
- Minimum driver weight: 40kg
- Minimum kart + driver weight: 148kg
- Number plates: Yellow background with Black Numbers

Chassis & Bodywork

- Any nationally approved chassis may be used
- CIK rear bumpers must be fitted with end pieces intact and coloured in a contrasting colour
- Floor tray must be securely fixed
- Front and side bodywork must comply with national safety rules
- Stub axles must not be modified

Tyres & Wheels

- Dry Tyres: MG RedWet Tyres: MG White
- Tyres must not be chemically treated or altered
- Must follow manufacturer guidelines and be barcode checked if requested
- Tyres must show consistent legal wear minimum tread depth as per manufacturer spec
- Aluminium wheels only

Engine

- IAME X30 Junior engine, 125cc, 2-stroke
- The engine is used unsealed, but the scrutineer reserves the right to seal the engine if deemed necessary.
- Engine must comply with all aspects of the official X30 Junior technical fiche
- Maximum RPM limit: 15,800 RPM
- Only Junior cylinder allowed (marked "Junior" or equivalent)
- Power valve system must be present and correctly configured
- No polishing, porting, machining, or performance modifications permitted

Cooling System

- Radiator must be a standard X30 system
- Only original water pump permitted
- Radiator guards, tape and supports are allowed for temperature control
- Coolant: Water only no glycol or additives permitted

Electronics

- PVL digital ignition only
- Spark plug must be NGK BR9EG, BR10EG or BR10EIX
- · Ignition timing must match the official fiche
- Battery must be securely mounted, in the original position or Nassau panel bracket

Carburettor & Intake

- Tryton HL-394A or HL-398A only
- Carburettor settings must remain within the fiche spec
- · Reed block and petals must be original and unmodified
- Standard airbox with internal trumpets intact

Exhaust System

- IAME homologated exhaust and exhaust silencer must be used
- No repairs or modifications unless explicitly allowed in the fiche

- Exhaust must include all brackets and springs
- Exhaust matting must be maintained

Transmission

- Centrifugal clutch only must comply with fiche
- Chain: 219 pitch
- Sprockets must be standard design, no quick-change hubs

Brakes

- Hydraulic system only
- Rear axle brake only steel disc
- Dual cable or safety linkage must be fitted

Data Logging

- Permitted: RPM, water temp, lap times, GPS, G-force
- No live telemetry or remote access to kart systems
- Logger batteries must be mounted securely and safely

General Conduct

- Karts must be clean and presented to a high standard
- Seals and identification must remain visible and undamaged
- Any non-compliance with regulations will be referred to scrutineering
- The scrutineer's decision is final

JUNIOR PRO KART

Eligibility

- 13-16 years old
 - o Competitors should be considered eligible in the year of their 12th birthday
 - Or if they are currently 40 kg or above in weight, excluding ballast or helmet and over 149 cm in height

Drivers who wish to enter the Junior Pro Kart class based on height and weight rather than age:

- Should be able to demonstrate driving skills and minimum lap times to prove they are competent
- A senior official should assess competency at a practice session
- The IKR should set a minimum lap time in question
- Drivers will cease to be eligible for Junior Pro Karts at the end of the season in the year they turn 16 years old
- Competitors must:
 - Be accompanied by and signed on by a parent or guardian who is over 18 years old at each practice and race meeting
 - o Pay any joining or registration fee at each IKR circuit
- Driver Weight
 - o Driver and kart, when weighed together (including kit), should always weigh a minimum of 165kg

Chassis & Bodywork

- Twin Pro Kart minimum 1040 mm to maximum 1080 mm length chassis
 - o Chassis must be from a recognised kart manufacturer
 - o The chassis should be in good condition with no cracks, etc.
 - o The chassis must be of a one-piece construction
 - Only one chassis is permitted per round unless the officials agree that a chassis is too damaged to continue to be safe
- Adjustments
 - Must only be carried out using manufactured parts made to fit the specific kart and be manufactured by a kart spares/manufacturing company
 - This includes all adjustments to the kart to make the kart smaller to bring the pedals closer to the seat or higher
 - To move the seat stays in to fit a narrower seat
 - To bring the steering wheel closer or higher

Engine

- 2 × RPM Pro Extreme 200 sealed engines with a complete and untampered seal around the engine as supplied and fitted by RPM
 - From 01.02.2023 engines must have a logbook supplied by RPM these are available online for the scrutineer
 - From 2025 due to changes to the Honda 200 engine regulations, Junior Engines with RED tags and sealed by RPM
- DEP exhaust fitted
- 15 mm restrictor plate in the carburettor
- All engine numbers should be registered with the race organisers
- Any engine changes during a race should be by prior agreement with a race official with designated responsibility at that race meeting
 - o In the event of the competitor's engines being sent for scrutineering at the end of the meeting, the original engine and the two engines on the kart will be sent away as well

Spark plugs

NGK BP6ES must have resistor in place (Honda plug cap only)

- NGK BPR6ES with resistor cap is free
- Gap is free

Transmission & Axle

- Rear-axle 30 mm hollow or solid metal
 - Circlip must be in place at both ends of axle to prevent hub loss
 - o 219 drive chain only
 - Chainguard should always be in place (a plastic strip or full cover)
 - Gearing is fixed to 20 tooth front clutches and 66 rear sprockets

Gearing

- Gearing will be fixed at each circuit Teesside 20 front / 66 rear
- Sprocket guards must be fitted and made from plastic only

Brakes

- Brake fitted to the rear axle only
 - o Hydraulic
 - Metal brake disc only
 - Drilled or vented disc allowed
 - o Brake safety wire must be fitted in case of failure
 - o A calliper with a maximum of four pistons may be fitted with two per side of the disc

Wheels & Tyres

- Wheels: Mono aluminium or MAG wheels
 - o Rear wheel (rims) will be set as the following:
 - Rear wheels for slick tyres: minimum 200 mm / maximum 214 mm
 - Rear wheels for wet tyres: width 180 mm
- Tyres All tyres must be NFA marked:
 - o Dunlop SL1 for dry conditions
 - o Dunlop KT12 / SLW2 for wet conditions
- 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 tyre in any way
- Including and not restricted to household cleaners
- Tyre warmers or any device that delivers heat into the tyres may NOT be used
- A set of pool tyres will be available at the discretion of the officials if wrongdoing or tampering is thought to have occurred
- Tyres must NOT be cut/scrubbed/abraded manually other than in the normal running of the kart

Steering & Controls

- Steering column must have a collar fitted to secure it to the kart if the bottom bolt fails
- Throttle return springs must be fitted to both the carburettor and pedal

Seat

- The seat must be correctly fitted to the kart using the original seat stays
- The seat must not show damage or fatigue due to the placement of ballast attached to the seat

Bodywork

- · Side pods must be fitted to the kart and should not exceed the width of the rear tyres
 - Should be securely attached to the chassis
 - o Nassau panels only NO BIGFOOTS
 - o Rear bumper should be CIK plastic or metal

- The rear bumper must be secured to the kart at two points
- The rear bumper must cover 50% of each of the back tyres as a minimum
- All bodywork should be securely attached to the kart at all times the use of R-clips and circlips where indicated is a must and a scrutineering failure if they are not in place

Numbers

- Front and rear numbers are required
 - Side pod numbers as well
 - Displayed in a panel clear of other graphics
 - No italic or fancy fonts are allowed
- All numbers should be clearly printed with Neon Orange background and Black number

Weight & Ballast

- The driver and kart together with any ballast required must weigh 165 kg at all times
- A maximum of 30 kg of lead ballast may be added to the kart to achieve this weight
- All ballast should be safely and securely fitted to the body of the kart or the seat
 - Drivers and teams will face harsh penalties if ballast comes loose from the kart during the race meeting
- Weight post will only be allowed to carry a maximum of 7.5 kg of lead ballast
- Individual pieces or blocks of ballast should weigh no more than 5 kg
- The use of lead seat inserts or loose lead that the driver sits on will NOT be permitted

SENIOR TWO STROKE CLASSES

(Rotax Max, Rotax 177, IAME X30 Senior)

All engines must be sealed. All equipment must comply with the relevant nationally recognised technical fiche unless otherwise stated. No Motorsport UK licence is required for the Winter Series.

Eligibility

- Open to drivers from the year of their 15th birthday
- No licence required for Teesside Winter Series
- All karts must be mechanically presentable and meet scrutineering standards

Chassis & Bodywork

- · Any chassis from a recognised manufacturer may be used
- Must be suitable for senior non-gearbox racing
- CIK rear bumpers must be fitted with end pieces intact and coloured in a contrasting colour
- Nassau panel, side pods, front fairing and bodywork must conform to national karting standards

Tyres & Wheels

Class	Dry Tyres	Wet Tyres
Rotax Max (Senior)	Mojo D5	Mojo W5
Rotax 177	Maxxis	Maxxis
IAME X30 Senior	Komet K3M	Komet K3W

- All tyres must be run in correct direction of rotation
- Chemical treatment or tyre softening is prohibited
- Tyres must have a minimum of 2mm tread across the full surface

Engine

All engines must:

- Be sealed by a recognised service agent
- Be raced in standard form unless stated in national regulations
- Comply with nationally recognised fiche
- Use manufacturer-supplied carburettor, airbox, ignition, exhaust, and ancillaries

Rotax Senior Max

- 125cc water-cooled 2-stroke
- Must use EVO ignition and exhaust valve system
- Minimum weight: 162kg including driver
- Number plate: Blue with white numbers
- Tyres: Mojo D5 (dry), Mojo W5 (wet)

Rotax Max 177

- Same engine and regulations as Senior Max
- Minimum driver weight: 80kg
- Minimum kart + driver weight: 177kg
- Tyres: Maxxis (dry), Mojo W5 (wet)
- Number plate: Green with white numbers
- Masters sub-class: Drivers 32+ years old, with white stripe under numbers

IAME X30 Senior

- 125cc water-cooled 2-stroke
- Must comply with X30 senior fiche
- CDI ignition marked 'C' (16,000 RPM limit)
- Clutch: IAME supplied, Z9–Z13 sprockets
- Carb: Tillotson HW-27A, unmodified
- Exhaust: X30125715 + X30125723-K silencer
- Radiator on left side of kart
- Minimum weight: 162kg including driver
- Number plate: Yellow with black numbers

Brakes

- Hydraulic system, acting on rear axle only
- Steel disc
- Brake linkage must be secure and duplicated where required

Data Logging

- · Allowed for:
 - o Engine RPM
 - o Water temperature
 - o EGT
 - GPS/lap times
 - o Accelerometer (X/Y only)
- No live telemetry or remote tuning
- Sensors must not alter any original engine component

Safety Notes

- All karts must have an ignition kill switch, marked with a blue triangle
- Start/stop buttons must be securely mounted on the battery box
- All mechanical work must be of a safe and professional standard
- Racewear, seat, ballast, and equipment must comply with Winter Series safety expectations

SENIOR PRO KART

All karts must comply with the nationally recognised technical guidelines for the Pro Kart class. These rules apply specifically to the Teesside Winter Series 2025–26.

Eligibility

- Drivers must be 15 years or older
- No licence required
- Minimum weight: 185kg including driver
- Number plates: Must comply with BPEC colour system Orange background with black numbers (Juniors only)

Chassis & Bodywork

- Any manufactured Pro Kart chassis may be used
- · Must be designed specifically for twin-engine karting
- Chassis tube diameter must be 30mm-32mm, with a minimum wall thickness of 2.5mm
- Maximum rear width: 1400mm
- Maximum front width: 1200mm
- Stub axles must remain standard and unmodified (typically 17–25mm)
- Nassau panel, side pods, and floor tray must be securely mounted
- · Bodywork must be in sound condition with no sharp edges
- No lightweight drilling or structural changes permitted
- Rear bumper must be fitted
- Seat must be securely mounted using correct spacers and washers

Tyres & Wheels

- Dry Tyres Only: Dunlop SL1
- Wet Tyres: Not permitted
- · Wheel sizes:
 - o Front: 5" diameter x max 115mm width
 - o Rear: 5" diameter x max 150mm width
- Tyres must have minimum 2mm tread depth across full surface
- No tyre warming, softeners, or chemical treatments permitted

Engine

- Type: Twin Honda GX200 4-stroke engines
- Engines must be sealed by RPM only
- Only genuine Honda or RPM-supplied parts permitted
- No performance modifications permitted
- Dry centrifugal clutch only no modifications

Spark plugs

- NGK BP6ES must have resistor in place (Honda plug cap only)
- NGK BPR6ES with resistor cap is free
- Gap is free

Transmission

- Centrifugal clutch, dry type only
- Chain: 219 pitch only
- Rear axle sprockets are free (must match chain pitch)
- · Chain and sprocket guards must be fitted

Braking

- Rear axle hydraulic braking system only
- Steel brake disc only vented or slotted permitted
- Brake disc diameter must be minimum 180mm
- Brakes must be capable of locking the rear axle
- Dual cable safety linkage strongly recommended

Data Logging

- Allowed: RPM, temperature, GPS, lap timing
- Not allowed: live telemetry or adjustments
- Must not interfere with engine performance

Safety & General

- Karts must be clean, safe, and professionally prepared
- Ballast must be securely fixed using M8 bolts or better
- Kill switches and battery isolators must be clearly marked
- No external modifications to wheels, chassis, or bodywork

KZ2 (SENIOR GEARBOX)

125cc 6-speed gearbox class for senior drivers. All karts must comply with nationally recognised KZ2 class regulations. These rules apply to the Teesside Winter Series 2025–26.

Eligibility

- Age: Drivers must be 16 years or older
- Minimum weight: 180kg including driver
- Licence: Not required for this series
- Number plates: White background with black numbers (Classic font)

Chassis

- Must be a nationally recognised or CIK-homologated chassis
- No modifications allowed outside those permitted in homologation
- Rear bumper must be a CIK-style bumper with end pieces intact, in a contrasting colour
- Floor tray, side pods, nassau panel, and all bodywork must be securely fixed
- Stub axles, kingpins, hubs must not be modified
- Brake disc protector must be fitted if specified in homologation

Tyres & Wheels

- Tyres: LeCont CIK-approved dry tyres (typically LeCont LH03 or similar confirm at entry)
- Wets: As permitted by the event organiser
- Tyres must not be chemically treated
- Minimum tread depth: 2mm across the full tyre surface
- Wheels must be aluminium
- Wheel widths and offsets must conform to chassis homologation

Engine

- Type: 125cc water-cooled 2-stroke gearbox engine
- Must be CIK-homologated for the KZ2 category
- Must be sealed to prevent unauthorised modification
- Gearbox must be mechanical no hydraulic or electronic assist permitted
- Standard 6-speed operation only
- Engine and components must comply with current national fiche for the class
- Any brand of CIK-homologated KZ2 engine (e.g., TM, Vortex, IAME, Modena, etc.) may be used

Transmission

- 6-speed gearbox only paddle-shift permitted if mechanical
- No automatic, hydraulic, or electronic gear operation permitted
- · Chain and sprockets must be securely fixed
- Chain guards must be fitted as per general safety rules

Brakes

- Hydraulic front and rear brakes permitted
- · Must be operated via single foot pedal
- Brake system must conform to homologation
- · Dual linkage not required but encouraged

Data Logging

- RPM, GPS, lap timing and temperature data logging is permitted
- · Live telemetry or remote adjustments not permitted

Safety & General

- Karts must be clean, safe, and professionally presented
- Bodywork must not be modified
- Ballast must be securely attached using M8 bolts
- All fuel and lubricants must be safely stored and handled
- Final decision on safety and compliance lies with the scrutineer