

1 SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction: The 2025 British Rotax Kart Championships are organised and administered by Motorsport UK in accordance with the National Competition Rules (incorporating the provisions of the International Sporting Code of the FIA) and the Motorsport UK Karting Yearbook and these Championship Regulations (“the Championship”).

Motorsport UK Championship Permit Number(s): Championship Grade: A
British ROTAX Senior– CH2025/KTBC
British ROTAX Junior – CH2025/KTBC
British Rotax Inter - CH2025/KTBC
British Rotax Micro Cadet– CH2025/KTBC
Organising Permit Status: National

1.2 Officials

- 1.2.1 Co-ordinator: Louise Brown
1.2.2 Championship Stewards: TBC
1.2.3 Race Director/Clerk of the Course: Nigel Edwards
1.2.4 Championship Safeguarding officer: Michelle Doran
1.2.5 Championship Race with Respect Officer: Richard Lock
1.2.6 Championship Timekeeper: Ian Rogers
1.2.7 Technical Officials:
1.2.7.1 Technical Delegate: TBC
1.2.7.2 Eligibility Scrutineer: Paul Klaassen
1.2.7.3 Chief Scrutineer: TBC in Event Documents
1.2.8 Class Advisor: Rotax/JAG
1.2.9 Official Championship Photographer: TBC Adam Gumbs
1.2.9.1 All other Media requests must be made in writing to the Championship Organisers and be accredited by the Championship Organiser.

1.3 Competitor Eligibility:

- 1.3.1 Competitors or Drivers (“Competitors”) must be:
- (i) registered for the Championship;
 - (ii) in possession of a current Motorsport UK National Kart Grade Competition Licence as a minimum or if the Competitor is a foreign participant be in possession of a valid CIK-FIA International Licence and medical and must be accompanied by a licensed Entrant if under 18 years of age;
 - (iii) comply with the Category age requirements NCR Ch.18 App.0 Art.6 and Class age requirements as appropriate; and
 - (iv) be fully paid-up valid membership card holding members of a recognised Motorsport UK Kart Club.

- 1.3.2 Competitors under the age of 18 must be accompanied by the holder of a Kart PG Entrant's ("PG") licence and in the case of a Competitor who is run by a Team, the PG licence must be assigned to the Team Principal. By registering for the Championship automatic parental/guardian consent is passed over to the Team Manager/Principal that the Competitor is competing/entered under at that Event. The physical PG licence must be in the possession of the nominated Team Principal at signing-on.
- 1.3.3 Where signing on for an Event is online / digital, a copy of the Competitor Licence and Competitor PG Licence (where applicable) must be uploaded. If such image is not uploaded, then the Competitor must sign on in person at the Event and produce the relevant licence(s) prior to participation in the Competition and which includes all Free Practice, Non-Qualifying Practice and Qualifying Practice as well as races.
- 1.3.4 Competitors newly registering for the Championship must have participated in and gained qualifying signatures from at least 11 Motorsport UK Kart race meetings or have been the previous holder of the MSA or Motorsport UK Kart National A or National licence.
- 1.3.5 A Competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school then a Competitor in full time school education is required to have the approval of their head teacher and a letter stating such approval from the school and this must be presented to the Championship Coordinator prior to each Event and/or to Motorsport UK via the Championship Coordinator at the time of and in order to fulfil registration for the Championship.
- 1.3.6 Teams and Engine Preparers must be in possession of a valid Motorsport UK Entrants licence and shall produce the Licence on the demand of a Championship or Event Official.
- 1.3.6.1 A Team or Engine Preparer is defined as a commercial trading entity providing race and related support services to third parties at Events (and whether with or without covered accommodation) and elsewhere and with or without equipment to competitors in the Championship and whether receiving financial gain or not. This includes the use of team names team / engine sticker kits and team race suits/clothing.
- 1.3.6.2 A Team or Engine Preparer shall at all times uphold and respect the provisions of the Code and the National Competition Rules including its published policies and these Championship Regulations as may be amended from time to time and shall:
- (a) hold a valid Motorsport UK Entrant licence;
 - (b) have at least £5 million Public Liability Insurance;
 - (c) uphold the values of the Race with Respect Code and all applicable Motorsport UK policies and guidance;
 - (d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport or the Championship or Motorsport UK or any its officers and officials into disrespect;
 - (e) adhere to the Motorsport UK Safeguarding Policies and guidance documents complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid-suitability check certificate supplied through Motorsport UK;

- (f) adhere to the National Competition Rules in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
- (g) with the exception of Engine Preparers may be required to attend all Drivers Briefings; and
- (h) with the exception of Engine Preparers nominate one member of their Team as the Team Representative at each Event including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning Competitors entered under that Team licence in substitution for the Competitors PG.

1.3.6.3 It is recommended the Team has:

- (a) a designated team member as a 1st 4Sport level 2 qualified coach
- (b) a designated UKAD Certified Advisor.
- (c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available)

1.3.7 Competitors are required to nominate their Mechanic/Performance Coach and this must be done prior to the commencement of the first Championship Event at which the Competitor competes. All Mechanic/Performance Coaches require a Championship permanent pass.

1.3.7.1 Mechanic/Performance Coaches will:

- (i) be formally registered with Motorsport UK and linked with the Competitor and issued a British Kart Championships Mechanic/Performance Coach pass (“Mechanic pass”);
- (ii) be required to present on demand their Mechanic pass at each Event
- (iii) uphold the values of the Race with Respect Code and all applicable Motorsport UK Regulations including policies and guidance;
- (iv) act in a professional manner at all times and not act in a manner such as to bring motor sport or the Championship or Motorsport UK or any its officers and officials into disrespect;
- (v) adhere to the Motorsport UK Safeguarding Policies and guidance documents complete Safeguarding training when required and be the holder of a valid Suitability check certificate through Motorsport UK;
- (vi) adhere to the National Competition Rules in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;

1.3.7.2 Should the Competitor’s nominated Mechanic/Performance Coach change during the season this whole Regulation 1.3.7, 1.4.2 and 1.4.3 applies;

- (i) in exceptional circumstances as agreed by Motorsport UK in writing limited to circumstances where time is limited to process all requirements in time for the commencement of the Event the Mechanic/Performance Coach will be permitted to operate in support of the intended Competitor but shall then be bound by all of Regulation 1.3.7 of these Regulations; and

- (ii) a non-refundable charge of £30 will be due for production of the Mechanic pass payable to the Championship Co-ordinator prior to commencing any work;
 - (iii) for any future Events the Mechanic/Performance Coach must be in possession of a valid suitability check certificate issued through Motorsport UK.
 - (iv) Any abuse of this facility will be a breach of the National Competition Rules.
- 1.3.7.3 Should any Mechanic Pass be misplaced the Competitor and Mechanic/Performance Coach must report to the Championship Co-ordinator who will reproduce a pass at a non-refundable charge of £30. Should any Engine Builder, Mechanic/Performance Coach, or Team Manager be found to be in possession of the incorrect pass, they will be reported to the Stewards who may impose a fine or penalty and or refer the matter to Motorsport UK and who may refer the matter to the National Court.
- 1.3.7.4 A Competitor may not be in possession of more than one Mechanic pass and may have only one Mechanic/Performance Coach registered per Event.
- 1.3.8 In the event that an Engine Preparer is present during an Event they will be required to be specifically registered with the British Kart Championships and it remains the Competitor's responsibility to ensure that they have done so (1.3.6. applies). The Engine Preparer will:
- (i) be formally registered with Motorsport UK and issued a British Kart Championships pass valid for Engine Preparers only ("engine pass").
 - (ii) be signed-on for each Event they are in attendance;
 - (iii) uphold the values of the Race with Respect Code and all applicable Motorsport UK policies and guidance;
 - (iv) act in a professional manner at all times and not act in such a manner as to bring motor sport or the Championship or Motorsport UK or any of its officers and officials into disrespect;
 - (v) adhere to the Motorsport UK Safeguarding Policies and guidance documents complete Safeguarding training when required and be the holder of a valid suitability check certificate through Motorsport UK;
 - (vi) adhere to the National Competition Rules in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
 - (vii) Where any reports are received of the above criteria not being met and 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 which can include race/ venue bans through to Championship Expulsion, removal of Engine Pass and referral to Motorsport UK.
- 1.3.9 All necessary documentation including appropriate licence and valid membership cards and passes must be available for checking at all Events. Signing-on will be electronically via the online System and signing on links will be emailed to each competitor prior to each Event. 1.3.3 above applies.
- 1.3.10 Competitors (including PG) Teams Engine Preparers and Mechanic/Performance Coach's details will be held on the Motorsport UK Database and will be subject to both the online registration/entry system and the Motorsport UK GDPR.

1.3.11 Mechanic/Performance Coach details will be held on the Motorsport UK database solely for purposes connected to the lawful performance and delivery of the Championship pursuant to these Regulations.

1.4 Registration

1.4.1 Competitors must be registered for the Championship by completing the online registration and paying the Championship Registration fee. This fee is non-refundable.

1.4.2 The Championship Registration fee is;

1.4.2.1 for each Competitor £ 310.00

1.4.2.2 for each Team (1.3.6) or Engine Preparer (1.3.6 1.3.8) £ 100.00

(i) all Team or Engine Preparers are required to register for the British Kart Championships once irrespective of class; and

1.4.2.3 for each Mechanic/Performance Coach (1.3.7), with the exception of any parent or legal guardian acting as Mechanic/Performance Coach for their own child, £ 100.00

(i) any Mechanic/Performance Coach is required to register for the British Kart Championships once irrespective of class; and

(ii) for any Competitor under 18 years of age accompanied by anyone other than their parent or legal guardian a valid suitability check certificate is required for the accompanying adult which must be applied for from Motorsport UK via the British Kart Championship on the online Registration system at a cost of £ 100.00

1.4.2.4 All Team Principals, Engine Preparers, and Mechanic/Performance Coaches having completed the DBS Check and safeguarding training through Motorsport UK within the previous 3 years must register their participation in the 2025 British Kart Championship on the online registration system and submit the renewal fee of £ 100.00

1.4.3. A parent or legal guardian is not required to be in possession of a valid DBS or suitability check certificate to Mechanic/Performance Coach for their own child however if they offer services to another child/children they will require a current valid DBS or suitability check Certificate issued from Motorsport UK

1.4.3.1 A DBS or suitability check through Motorsport UK is required for:

(i) The Team Principal;

(ii) The Engine Preparer;

(iii) The Mechanic/Any Performance Coach;

(iv) The Driver Coach; and

(v) Parent PG Licence holders offering services to a child other than their own child/children.

Following Championship registration, information will be sent via email to the nominated person to use the DBS Eligibility Checker to ascertain the level of check required. When you have emailed back this information a suitability check application link will be sent upon receipt. The fee for doing so is included in the registration fee.

1.4.4 The maximum number of Competitor registrations for each class may be restricted at the discretion of the Championship Organiser.

- 1.4.4.1 If a particular class is full, Competitors will be added to a reserve list in order of receipt of registration. The first Competitor placed on the reserve list for the class having reached its capacity will be held in reserve place 1 and so on; and
- 1.4.4.2 A reserve Competitor may be offered a place at individual Events which will be offered in reserve list order until the class/grid is full. Late entry penalties as detailed in 3.1.1.3 will not apply.
- 1.4.4.3 If a particular class doesn't meet the minimum registrations the Championship Organisers at their discretion may increase the registration numbers in other classes. (3.1.1.5 refers)
- 1.4.5 Competitor race numbers will be allocated at registration and will be their permanent race number for the duration of the Championship. Micro Cadet will use 2-digit numbers. Rotax Inter will have a prefix number 1 at the start of their race number, Rotax Junior will have a prefix number 2 at the start of their race number and Rotax Senior will have a prefix number 3 at the start of their race number.
- 1.4.5.1 to be eligible to enter the final Championship Event, Competitors must have competed in at least one previous Event unless specifically agreed in writing by the Championship Organisers.
- 1.4.5.2. Numbers 0-10 are reserved for those Competitors awarded the numbers in that class at the end of or during the year of the 2024 Championship; and
- 1.4.5.3. in the event that a Competitor has been awarded a Special Plate during the Championship season or indeed is no longer entitled to be running a Special Plate the Championship Organiser will either allocate a non "Special" number or change their race number to the winning one for the remainder of the season.
- 1.4.6 All Teams Mechanic/Performance Coaches and Engine Preparers must be fully registered before participation in any individual round.
- 1.4.7 Competitors not registered for the Championship may in the entire discretion of the Championship Organiser be permitted on an individual Event basis and will:
- be deemed "Guest Competitors";
 - not score championship points Regulation 1.6.5.4 refers
 - comply with the eligibility criteria as prescribed in Article 1.3.)
 - not be eligible to enter the final round(s) in accordance with Regulation 1.4.5.1
 - would not be eligible to pay the registration fee at their 1st round thereafter they would no longer be considered a guest and will have to pay the Championship registration fee as per 1.4.1
- 1.4.8 Personal images. The Championship Organisers may:
- 1.4.8.1 film the Events and make the images public and / or
- 1.4.8.2 record the Stewards' judicial hearings which imagery will be used for training purposes only or by the National Court in the event of any Inquiry or other lawful judicial procedure pursuant to the National Competition Rules and / or the Code or any investigation by the ASN.
- By registering for the Championship all necessary permissions for the use and publicity of personal images is granted.

1.4.8.3 The capture and use in any way of any other images of minors at the Events and Competition at the Events whether still or moving is restricted in accordance with the terms of the Motorsport UK images of minors capture and use policy as published from time to time. 2.3 below applies only British Kart Championship Registered Media Personnel with the correct accreditation level are permitted to take and/or use images.

1.5 Championship Rounds

1.5.1 The 2025 British Rotax Kart Championships will be contested over 6 rounds. The dates are as follows:

Round	Date	Venue
1	11 - 13 April	Warden Law
2	09 - 11 May	Dunkeswell
3	04 - 06 July	Larkhall
4	28 - 30 August	Whilton Mill
5 & 6	19 - 21 September	PFi

1.5.2. The format for the Championship Events will be confirmed in the Final Instructions and will usually be:

Rotax

Single Header*

Friday – Free Practice

Saturday – Free Practice

Non-Qualifying Practice

Qualifying Practice

Heats

Sunday - Warm-Up

Super Heats

Final

* Whilton Mill Event Thursday – Saturday.

Double Header

Friday – Free Practice

Saturday & Sunday – **Each Round**

Warm-Up

Qualifying Practice

2x Heats

Repechage (if applicable)

Final

1.6 Scoring

The overall Championship standings will be calculated based on the points awarded at each round (“scores”) taking account of:

- (i) Championship Heat + Super Heat (where applicable) points

- (ii) Championship Repechage (Double Header); and
- (iii) Championship Final points.
- (iv) Judicial Decisions.
- (v) NCR Ch.2 App.8 Art.2.3-2.6 may apply

1.6.1 Single Header

Qualifying Practice determines the grid positions for the Heats. Points will be awarded in the Heats, and these will count towards grid positions for the Super Heat(s). Points will be awarded in the Super Heat(s) which will be added to the Heat points, with the total counting towards grid positions for the Final. These individual Heat/Super Heat(s) points will not count towards the overall Championship.

1.6.2 Double Header

Qualifying Practice determines the grid positions for the Heats. Points will be awarded in the Heats, and these will count towards grid positions for the Repechage (where applicable) or Final. These individual Heat points will not count towards the overall Championship.

1.6.3 Points for the Heats will be allocated 0 pts for 1st place, 2 pts for 2nd place, 3 pts for 3rd place, and increasing by 1 point down the Heat classification;

- (i) non-finishers will be classified according to the number of full laps completed and order of stopping and shall be classified in that order and allocated points accordingly; and
- (ii) any Driver that does not start a Heat will be classified after any non-finishers in the Heats (1.6.1.2) whether they present themselves to the grid or not and in grid order if more than one and allocated points on that basis.

These individual Heat points will not count towards the overall Championship.

1.6.4 Points for the Super Heat(s) will be allocated 0 pts for 1st place, 4 pts for 2nd place, 6 pts for 3rd place, 8 pts for 4th place, 10 pts for 5th place, 12 pts for 6th place and increasing by 1 point down the Heat classification;

- (i) non-finishers will be classified according to the number of full laps completed and order of stopping and shall be classified in that order and allocated points accordingly; and
- (ii) any Driver that does not start their Super Heat will be classified after any non-finishers in the Heats (1.6.1.2) whether they present themselves to the grid or not and in grid order if more than one and allocated points on that basis.

These individual Super Heat points will not count towards the overall Championship.

1.6.5 For Single Headers, the combined points of the Heats and Super Heats creates the Final Intermediate Classification. For Double Headers, the combined Heat points create the Final Intermediate Classification.

1.6.6 Championship Heat points will be awarded based on the Final Intermediate Classification following the conclusion of all Heats and any Super Heat(s) and the conclusion of all judicial procedures:

- (i) 65 pts for 1st place 62 pts for 2nd place 60 pts for 3rd place 59 points for 4th place and decreasing by 1 point down the Final Intermediate Classification
- 1.6.6.1 For Single Headers, the 34 Competitors with the lowest points scores will progress to the Final. Drivers not qualifying for the Final (35th place onwards) will score Championship Final points according to the Final Intermediate Classification, 35th place – 28 pts, 36th place 27 pts, 37th place 26 pts, reducing by 1 point down the Final Intermediate Classification.
- 1.6.6.2 For Double Headers, the 28 Competitors with the lowest points scores will progress to the Final, the remaining Competitors will compete in the Repechage. Championship points will be awarded in the Repechage according to the Final classification:
 - (i) 28 pts for 7th place 27 pts for 8th place 26 pts for 9th place then reducing to 1 point for 34th position;
 - (ii) non-finishers will be classified according to the number of full laps completed and order of stopping and shall be classified in that order and points allocated accordingly; and
 - (iii) any Driver that does not start will be classified whether they presented themselves to the grid or not in the position below the last classified Driver and in grid order if more than one and points allocated on that basis; and
 - (iv) in the case that there are more than 34 although less than 38 Drivers in the class there will be no Repechage;
 - (v) Championship Final points will be awarded according to the intermediate classification in respect of those final three Drivers; and
 - (vi) 28 pts for 35th place 27 pts for 36th place 26 pts for 37th place.
- 1.6.7 Championship Final points will be awarded in the Final according to the Final classification and following the conclusion of all judicial procedures:
 - (i) 65 pts for 1st place 62 pts for 2nd place 60 pts for 3rd place 59 points for 4th place 58 points for 5th place 57 pts for 6th place then reducing incrementally by single points to 29 pts for 34th position;
 - (ii) non-finishers will be classified according to the number of full laps completed and order of stopping and shall be classified in that order and allocated points accordingly;
 - (iii) any Driver that does not start will be classified whether they presented themselves to the grid or not in the position below the last classified Driver and in grid order if more than one and points allocated accordingly;
 - (iv) any Driver Disqualified ('DSQ') from the Event/Round will score 0 pts and will be unable to drop the Round(s); and
 - (v) At the conclusion of the Championship season a total of 20 bonus points will be awarded to each Driver who has entered, competed and scored points in every one of the 6 Rounds which are used to calculate their end of season points. Should a Driver be DSQ from an Event/Round they will score zero points for the Round(s) and be unable to drop the zero scores, 1.6.4.4 applies. Competitors are still eligible for the 20 bonus points if they have signed on at all Rounds.
- 1.6.8 If a Round cannot be completed due to force majeure:
 - (i) before completion of the Heats for that class, no Championship points will be awarded.

- (ii) after completion of the Heats for that class the overall classification will be declared on the grid positions for the Final and Repechage (if any) and Championship points will be awarded accordingly; and
- (iii) after completion of the Pre-Final for that class the overall classification will be declared on the grid positions for the Final and Championship points will be awarded accordingly.

1.6.9 Championship Points are only awarded to those Competitors Registered for the Championship, so any Guest Competitors will be disregarded in the award of Championship points. For example, if a Guest Competitor finished 1st ahead of the Registered Championship Competitor in 2nd, the Registered Championship Competitor would receive Championship points in line with 1st place. The Championship points would follow suit through the remainder of the results.

1.6.10 Resolving Ties:

1.6.10.1 In the event of a tie for grid positions for the Super Heats, Repechage or Final the higher finishing position from Qualifying Practice from that round will take the higher grid position.

1.6.10.2 In the event of a tie in the Championship standings then the result from the final of the last Championship round (round 6) will be used to solve the tie with the higher result in that race being given the higher ranking.

1.6.11 A Drivers highest 10 scores will be used to calculate their overall championship points, should a Driver be DSQ from an event then the zero scores from that event would be included within their championship highest scores, a Driver would still be eligible for the 20 bonus points

1.6.12 Championship Points Appeals will be in accordance with NCR Ch 2 App 5 Art 2.

1.6.13 The only valid Championship Points allocation and tables are those published by or explicitly on behalf of Motorsport UK and no class or overall Champion may be declared until after the conclusion of all judicial procedures following the final Event of the Championship.

1.7 Awards

1.7.1 Per Round

Trophies for each class will be awarded to the highest 3 classified Competitors in the Final plus the Winning Competitors' Mechanic/Performance Coach.

1.7.1.1 a prize giving ceremony will be held at each round within one hour of posting the provisional results;

1.7.1.2 if a Competitor is personally not present for the prize giving ceremony without the Championship Organisers consent they may forfeit any award; and

1.7.1.3 additional awards may be provided and will be confirmed by Bulletin.

1.7.2 Championship Overall

The overall awards for the British Championship in each class will be a trophy;

1.7.2.1 for the highest placed 3 Competitors in each class;

1.7.2.2 **for the highest placed Privateer.** A Privateer is a Competitor who is not part of, or receiving support from a Team howsoever at any Championship Event including testing for or connected to the Championship and whether by awning sharing or otherwise. Privateer status must remain valid throughout the Championship season. A Privateer is also eligible for the Rookie award;

1.7.2.3. **for the highest placed Rookie.** A Rookie is the highest placed Competitor who has not competed in more than 3 rounds in any one season of a British or National Championship in previous years and competes in 3 or more rounds of the current Championship;

1.7.2.4. the Championship Organisers may also provide an award for the Team which has scored the highest number of points, taking into consideration the points obtained from the Top 2 classified Competitors in the final of each round. The awarded title will be of ('Calendar Year') British Kart Championship Karting Team Winner.

1.7.2.5 the class Stakeholder will be responsible for any additional awards including Grand finals tickets;

1.7.3 The top 10 Competitors in each class will be awarded seeded numbers 1-10 for 2026. Should any Competitor change class for 2026 they will forfeit their seeded number.

1.7.3.1 The top 5 of those 10 Competitors will automatically qualify should pre-qualification for 2026 be necessary.

1.7.4. Additional awards may be made at the discretion of the Championship Organisers.

1.7.5 There will be an end of year prize giving Ceremony. The date & venue is to be advised.

1.7.5.1 Should a Competitor be unable to attend without agreement in writing from the Championship Organisers they may forfeit any award.

1.7.6 Entertainment Tax Liability

In accordance with current government legislation Motorsport UK along with the hosting club are legally obliged to withhold tax at the basic rate on all payments to non- UK resident sportsmen/women and account to HMRC using form FEU1 the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is to those persons that do not have a normal permanent residence in the UK. The UK does not include the Isle of Man Channel Islands or Eire. This means that as the Championship Organiser the Motorsport UK is required to deduct tax at the current rate applicable from any such payments they make to non-UK residents.

Under certain circumstances it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the Tax withheld. Any application for such an arrangement must be made in writing and no later than 30 days before the payment is due.

For further information contact: HMRC Personal Tax International Foreign Entertainers Unit St Johns House Merton Road Liverpool L75 1BB. Tel: 01514726488 Fax: 01514726483.

1.7.7 Title to all Trophies

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the Competitor(s) concerned must return such awards to the Championship Organisers in good condition within 7 days.

1.8 Timing

1.8.1 Electronic timing will take place at all rounds.

1.8.2 A TAG transponder must be used and it is the Competitor's responsibility to ensure it is fully charged and fitted correctly;

1.8.2.1 fitment of the transponder must be as per F2 of the 2025 Motorsport UK Karting Yearbook: ("F.2 The transponder must be fitted in an approximately upright position (i.e with the 'R' clip to the top) on the back of the seat fitted at a height from the ground at 25cm ±5cm measured to any point of the transponder.

F.2.1 Transponders must be mounted in accordance with the manufacturer's recommendations.").

1.8.3 It will be possible to hire transponders from the Championship Organisers at a cost of £20 per Event;

1.8.3.1 should any Competitor hire a transponder and fail to return it in good working order the Championship Organisers may seek full payment for a replacement unit and seek a damage deposit for any substituted item.

1.8.4 Transponders must be fitted and working in accordance with the Official Documents of the Event.;

1.8.4.1 any transponder not fitted upon entry to the grid may result in the kart being refused access; and

1.8.4.2. should any transponder not work this may result in the Competitor not being lap scored and no finishing position / times given.

2 JUDICIAL PROCEDURES

2.1 **Rounds:** In accordance with Chapter 2 of the NCRs any Supplementary Regulations and/or Final Instructions or other Official Document.

2.1.1 **Disqualifications:** For Championship Events that are 'double headers' then, consistent with NCR Ch.2 App.2 Art. 7.7, Disqualification may be from the entire Event or from part only of the Event. Accordingly (and to the extent necessary) then by virtue of NCR Ch.1 App. 0 Art.1.4, a Competitor and or Driver may be Disqualified from the entirety of either or both Rounds of an Event. A Disqualification from the entirety of the first Round of the Event shall NOT act as a Disqualification from the Competitions comprising the second Round

at the same Event **unless** the Disqualification from the first Round is pursuant to NCR Ch.2 App.2 Art7.11 and the Event Stewards have additionally imposed a suspension of Competition Licence for more than one day. A Disqualification from the second Round at an Event shall NOT act retrospectively to Disqualify from the Competitions comprising the first Round at the Event.

- 2.1.2 Technical infringements arising from post-race Scrutineering or judicial action:
- (a) the minimum action will be disqualification from the session;
 - (b) the maximum action will be disqualification from the Event NCR Ch.2 App.8 Art. 2.3-2.4 will also apply; and
 - (c) in the case of the Kart being found to be underweight by a Judge of Fact Decision, the minimum penalty will be disqualification of the Competitor by the Event Stewards from that session. The Competitor will have the right to waive the Hearing for the offence.
- 2.2 **Championship:** In accordance with Chapter 2 of the NCR's and any Supplementary Regulations.
- 2.2.1 By registering for the Championship all Competitors (including PGs), Teams, Mechanic/Performance Coaches, Engine Preparers and their associates, commit to the Motorsport UK Race with Respect campaign and agree to positively promote and demonstrate the Racing Code at Appendix 2 of these Regulations.
- 2.2.1.1 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 which can include loss of Championship points and/or race bans through to Championship Exclusion and referral to Motorsport UK.
- 2.2.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Event Safeguarding Officer and/or Motorsport UK. The Motorsport UK Safeguarding policy guidance documents including reporting mechanisms are available on the Motorsport UK website.
- 2.2.2 Every person Entering and taking part in the Championship and any Championship Event undertakes with the Championship Organisers and Officials that:
- (a) They are acquainted with and will at all times respect and uphold the National Competition Rules of the ASN; and
 - (b) They submit without reservation to the consequences of the National Competition Rules as published from time to time including the payment of all fines as liquidated damages for breach of contract; and
 - (c) It is the participant's responsibility to be aware at all times of the National Competition Rules and these Championship Regulations; and
 - (d) All participants agree not to pursue any right of action which they may have before any court or tribunal without having first exhausted all other remedies provided for by the National Competition Rules and these Championship Reg-

ulations. Any failure to respect this Regulation shall result in immediate suspension of Championship Entry and of all applicable Competition Licences pursuant to NCR Ch2. App.2 Art. 5.1.

2.3 Images and Data

- 2.3.1 The Championship Organisers will be using CCTV/live streaming/cameras at all Rounds. Any footage and/or images and/or Data logged evidence may be used for judicial purposes.
- 2.3.2 Data logged evidence, video and other photographic evidence may be considered by Clerks of the Course and Stewards or the National Court providing they are satisfied as to its authenticity and in all circumstances at their sole discretion. Where data logged evidence is to be used, it must only be presented or validated by an independent person qualified to do so (4.5.21) NCR Ch.7 App.9..

3. RACE PROCEDURES

3.1 Entries

- 3.1.1 Supplementary Regulations (SRs) and other Official Documents will be available on the [British Kart Championships](https://www.britishkart.com) website:
- 3.1.1.1 Individual entries will be made via the online entry system via British Kart Championships website, and it remains the Competitors responsibility to ensure they have fully completed the entry conditions and submitted their entry before the closing date, 1.3. above applies;
- 3.1.1.2 The individual Event entry fee for the 2025 British Rotax Kart Championships is:
- (i) £ 265.00 per Driver per class for Single Header Events & £100.00 for the Friday Free Practice per driver.
 - (ii) £375.00 per Driver per class for Double Header Events, includes the Friday Free Practice.
- 3.1.1.3 Entries for the Event open 6 weeks prior to each Event
- (i) entries will close at noon 10 days prior to the Event for all, any entry received later than 10 days prior to the Event but no later than noon on the Monday immediately preceding will be considered a late entry and incur a surcharge of £90.00
 - (ii) any request for withdrawal of entry must be made in writing before the closing date (not the deadline for late entry), the entry fee will be transferred towards the next Event entry if no fee for that Event has yet been received. No refunds of entry will be made; and
 - (iii) the fee will be forfeit for any withdrawal received during the late entry period up to and including the commencement of the Event.
- 3.1.1.4 no refunds will be due in the case where a Competitor is unable or does not participate.
- 3.1.1.5 The minimum entry for each Class is 16 – at the Championship Organisers discretion
- 3.1.1.6 Entries will be acknowledged upon receipt of the submitted entry and payment.
- 3.1.1.7 In the event of an Event cancellation refunds may only be issued if no part of the Event has commenced i.e. Scrutineering and/or documentation whichever commences sooner (3.1.1.3 applies).

3.2 Free Practice

3.2.1 All classes will be provided at least one Free Practice session and each Competitor may only participate in their designated group.

3.2.1.1 The schedule for the Free Practice groups will be posted on the Official Notice Board.

3.2.1.2 Should any Competitor miss their designated group they will not be permitted to join another.

3.2.2 Practice/testing or use of the Circuit by any registered Competitor - in any type of kart including the use of any equipment that is scheduled to be used at the upcoming Event is forbidden from the Monday of the week immediately preceding the scheduled Event until the commencement of Free Practice at the Scheduled Event;

3.2.2.1 any Competitor reported to have done so will be reported to the Event Stewards and may be DSQ from that Event.

3.3 Briefings

It is mandatory for all Competitors to attend the relevant Drivers Briefing, taking a PG or Team Manager/Representative where under 18. It is mandatory for all Team Managers, or a Representative, to attend all Entrants Briefings.

3.4 Safety Scrutineering

3.4.1 Safety scrutineering for all karts and mandatory Personal Safety Equipment (PSE) will take place on the day prior to the first day of competition according to the schedule published in the Timetable.

3.4.1.1 An additional safety scrutineering session may be provided on the morning of the first day of competition according to the schedule published in the Timetable and only for Competitors not attending the preceding Free Practice day.

3.4.1.2 A Competitor may request safety scrutineering at an alternative time, subject to the approval of the Chief Scrutineer, and if granted this safety scrutineering must have been completed prior to the Competitors first scheduled on-track session on the first day of competition.

3.4.1.3 Competitors must present all mandatory PSE that may be used during the Event for safety scrutineering during their allocated session.

3.4.1.4 The Kart must be presented fully prepared as it will be driven in competition, with all necessary components fully and correctly fitted and assembled.

3.5 Parc Fermé

3.5.1 Parc Fermé will be in operation at all Events as defined in Ch.1 App.1 of the National Competition Rules. It may vary according to the requirements of the Venue and will be in accordance with NCR Ch.3 App.10 Art. 3.1ac

3.5.2 Access to Parc Fermé will only be permitted to pass holders for the specific Class;

3.5.2.1 any other person requiring access may only do so with permission of the Service Park Manager or a Technical Official.

3.5.3 The Race Director/Clerk of the Course will designate the Meeting Status (“Wet” “Open” or “Dry”);

3.5.3.1 a change of Meeting Status may allow an adequate amount of time to permit a change of tyre choice which will be decided by the Race Director/Clerk of the Course and may delay the start of that session. Competitors may be required to return to the Service Park if having already entered the Pre-Grid;

3.6 Service Park

3.6.1 Only the Competitor and registered Mechanic/Performance Coach wearing the required pass will be permitted access to the Service Park.

3.6.2 All front fairings and associated mounting blocks will be checked on entry to the Service Park. A Championship Official has the right to refuse any front fairing and/or associated mounting block that is deemed not in compliance with the regulations and in such a case the component(s) will be impounded for the duration of the Event.

3.6.3 Any manipulation, or attempt, of any part of the front fairing or front bumper in the Service Park or Pre-Grid is forbidden and will be reported to the Event Stewards and the Competitor will receive a penalty.

3.7 Pre-Grid

3.7.1 Upon entry to the Pre-Grid the kart must be positioned on their grid position or as directed by the relevant Official and only one Mechanic/Performance Coach per kart is permitted.

3.7.2 Adjustments other than tyre pressures (which cannot be increased) are prohibited once on the Pre-Grid. The use of tools on the Pre-Grid is forbidden. Anyone found using tools on the Pre-Grid or making adjustments will be reported to the Event Stewards.

3.7.2.1 Should any adjustment(s), other than tyre pressures (which cannot be increased), be necessary the kart must be returned to the Service Park but only before closure of access to the Pre-Grid. In exceptional circumstances, the Service Park Manager or a Technical Official may authorise a return to Service Park after closure of the Pre-Grid and in which case notification and reason will be provided to the Event Stewards.

3.7.3 There will be a countdown to Pre-Grid access restriction, with a warning given at:

3.7.3.1 5 minutes prior to session start;

3.7.3.2 3 minutes prior to session start; and

3.7.3.3 2 minutes prior to session start, at which point access to the Pre-Grid area will be prohibited.

3.7.3.4 Any Competitor remaining in the Service Park once the Pre-Grid access has been closed may not be permitted to participate in the session and will be reported to the Race Director and the Event Stewards.

- 3.7.4 Countdown to race start will be detailed in the Final Instructions
- 3.7.5 Any Competitor or Mechanic/Performance Coach believed to be impeding access to the Pre-Grid for another Competitor will be reported to the Race Director/Clerk of the Course who will investigate and may pass the matter to the Event Stewards which may result in a penalty being imposed.
- 3.7.6 Any changes to the Timetable will be posted on the Official Notice Board. It is the Competitor's responsibility to ensure they are aware of any changes.

3.8 Qualifying Practice

- 3.8.1 All classes will be provided up to an 8-minute Qualifying Practice and each Competitor may only participate in their designated group which will be confirmed in the Final Instructions.
- 3.8.1.1 The schedule for the Qualifying Practice groups will be posted on the Official Notice Board.
- 3.8.1.2 Should any Competitor miss their designated group they will be reported to the Event Stewards and not permitted to join another. They shall be placed at the back of the starting grid for the Heats, this does not preclude the Event Stewards imposing any further penalty.
- 3.8.2 The results from Qualifying Practice will dictate grid positions for the Heats.
- 3.8.3 A random draw will decide the Qualifying Practice groups for Round 1 and thereafter in Championship order;
- 3.8.3.1 the highest points scorer first in Group 1;
- 3.8.3.2 the second highest point scorer first in Group 2;
- 3.8.3.3 the third highest point scorer second in Group 1 (or first in group 3 should 3 groups be required) and so on.
- 3.8.4 A Competitor may complete as many laps as they wish during this session and all laps will be timed;
- 3.8.4.1 any Competitor who fails to complete at least one lap will start at the back of the grid.
- 3.8.5 Timing will commence when the green signal is shown.
- 3.8.6 As soon as the Competitor exits the track their session has ended and re-entry to the track is not permitted 3.13 applies.
- 3.8.7 Any Competitor considered to be baulking or blocking another Competitor will be penalised by loss of up to their 3 fastest lap times, NCR Ch 18 App 7 Art 2.5e applies This does not prohibit the Event Stewards disqualifying the Competitor from the classification if necessary.

3.8.8 There will be 2 possible formats for Qualifying Practice at Championship Rounds the method used for each event will be communicated in the Final Instructions Timetable and Event Notice Board.

3.8.8.1 Option 1 - Competitor's average time calculated from their fastest 3 laps during their Qualifying Practice session will be used as their Qualifying time.

(i) For Competitor's completing less than the required minimum 3 laps their average lap time will still be calculated and then ranked initially by laps completed and then by average time behind Competitors completing more than 3 laps. Should a Competitor have their fastest lap cancelled due to a penalty then the next fastest 3 laps will be used for calculating their average time.

(ii) If there is more than one session the fastest average time achieved in the fastest session (fastest average time overall) will be given 1st place, 2nd place goes to the fastest average time in the other session, 3rd place to the 2nd fastest in the fastest session (or fastest in the 3rd session if one is required) and so on to determine the combined results order.

(iii) In the event of a tie of average time in Qualifying Practice the Competitor's fastest single lap time will be considered and the Competitor with the fastest single lap time awarded the higher ranking. If still tied, then the 2nd single fastest times will be considered and so on until a clear order is established.

(iv) Any Competitors who fail to set a time during TQ will be placed behind all Competitors who have set a time in numerical order and, any Competitors who are DSQ from TQ will be placed behind Competitor with no time set in numerical order.

3.8.8.2 Option 2 – Competitors fastest time during their Qualifying Practice session will be used as their Qualifying time.

(i) Should a Competitor have their fastest lap(s) cancelled due to a penalty then the next fastest lap will be their Qualifying time.

(ii) If there is more than one session the fastest time achieved in the fastest session (fastest time overall) will be given 1st place, 2nd place goes to the fastest in the other session, 3rd place to the 2nd fastest in the fastest session and so on to determine the combined results order.

(iii) In the event of a tie, in Qualifying Practice the Competitor's 2nd fastest time will be considered and the 2nd fastest time awarded the higher ranking. If still tied, then the 3rd fastest time will be considered and so on until a clear order is established.

(iv) Any Competitors who fail to set a time during Qualifying Practice will be placed behind all Competitors who have set a time in numerical order, any Competitors who are DSQ from Qualifying Practice will be placed behind Drivers with no time set in numerical order.

3.9 Grid

3.9.1 The maximum grid will not exceed 34 for the Heats, Super Heats and Final.

3.9.2 Qualifying Practice results will dictate the grid positions for the Heats.

3.10 Races

3.10.1 For Single Headers, each class will have Heats, Super Heats and a Final.

- 3.10.1.1 After the completion of the Heats and Super Heats, an Intermediate Classification will be issued.
- 3.10.1.2 The top 34 Competitors will automatically qualify for the Final.
- 3.10.1.3 For any class that has more than 34 Competitors classified, the Competitors who classified 35th onwards will have Championship Points award as per 1.6.
- 3.10.2 For Double Headers, each class will have Heats, Repechage (if applicable) and a Final.
- 3.10.2.1 After the completion of the Heats, an Intermediate Classification will be issued.
- 3.10.2.2 Competitors classified will automatically qualify for the Final if there are 34 Competitors or less in the class.
- 3.10.2.3 For any class which has more than 34 Competitors classified, the top 28 Competitors will automatically qualify for the Final;
- (i) any class which has less than 38 Competitors classified the top 34 Competitors will automatically qualify for the Final. The remaining Competitors will be awarded points according to their intermediate classification, 1.6 applies.
 - (ii) any class with 38 Competitors or more classified and where the top 28 Competitors have automatically qualified the remaining Drivers will be placed into the Repechage in order to identify the Competitors to take the remaining 6 grid positions for the Final.
- 3.10.2.4 The grid for the Repechage (if any) will be as follows: Competitor 29th in the intermediate classification will take the highest Grid position. the 30th Competitor will take 2nd place on the Grid and so on.
- 3.10.2.5 The Grid for the Final will be in order of the classification from the Intermediate Classification.
- 3.10.2.6 Any competitor classified in 63rd place or lower will not qualify for the Repechage.
- 3.10.3 The Race Director/Clerk of the Course in consultation with the Event Stewards may amend Race duration;
- 3.10.3.1 any change will be published on the Official digital Notice Board and announced on the Pre-Grid prior to the Race.

3.11 Starts

- 3.11.1 Starts will be in accordance with NCR Ch.18 App.5 Art. 1.22b & Ch.18 App.5 Art 1.23 - 1.32.
- 3.11.1.1 The pole position Competitor may be penalised if the speed is considered to be too fast or too slow; and
- 3.11.1.2 penalties may be imposed on any Competitor considered to have broken formation prior to the start signal. It will be considered a Statement of Fact by the Judge of Fact who will provide the necessary report to the Event Stewards for the application of penalties and no judicial hearing will be granted.
- 3.11.2 Pole position Competitors are able to elect to change their grid position to the right or left side of the grid, NCR Ch 18 App 5 Art 1.17 applies. The Clerk of the Course must be notified on the Pole Position Notice form as soon as the Competitor reaches the "Pre-Grid". This election will only modify the first row of the grid. This form must be signed by both the Competitor and the Entrant, or PG licence holder where there is no Entrant.

3.11.3 A Competitor, having lost their correct position from the Pre-Grid, is permitted to attempt to retake their correct starting position on the formation lap up until the point where Yellow Signals are shown. No overtaking is permitted under Yellow Signals. If there is more than one formation lap, an out of position Competitor is permitted to continue trying to retake their correct position but no overtaking is permitted under Yellow Signals. If a Competitor is held on the Pre-Grid, they will not be permitted to join until the Race start, thus the Competitor must start the Race from the rear of the Grid. Intermediate 2 timing loop along with circuit cameras will be used to detect Competitors out of position.

3.11.4 The full circuit, unless otherwise communicated in Official Documents, must be used on the formation lap.

3.12 Race Stops

In the event of a race stoppage NCR Ch.18 App. 5 Art 2 & 3 will apply.

3.13 End of Session

3.13.1 At the end of the session karts will be directed into Parc Fermé;

3.13.1.1 all Competitors must report to the scrutineering and weighing area as directed;

3.13.1.2 other than the Competitor and Officials no person is permitted in Parc Fermé until signified to enter by a Technical Official or their deputy; and

3.13.1.3 Competitors and Karts must not leave Parc Fermé without the specific permission or instruction of a Technical Official or their deputy.

3.13.1.4 Any Competitor or Kart having left Parc Fermé without permission will be reported to the Event Stewards who, after holding a hearing, may impose a penalty of DSQ from that session as a minimum.

3.13.2 Weighing procedure: Should a driver and kart be found to be underweight when weighed at the end of a session, the following procedure will apply:

(i) Check if all of the driver's safety equipment (PSE) as worn during the session is present

(ii) Note the measured weight

(iii) Remove the driver and kart from the scales

(iv) Tare the scales

(v) Use the 100kg test weights to check the scales are displaying 100kg

(vi) If the scales are displaying 100kg, remove the weights

(vii) Put the kart and driver again on the scale and check the weight

(viii) No tolerance will be considered, as the overall weight of driver and kart is a minimum weight

(ix) The weight shown must be applied

(x) If the underweight is determined and confirmed the Chief Scrutineer will provide the necessary report to the Event Stewards

3.13.3 The electronic Scrutineering Document and/or barcodes, if used, may be validated against the equipment used;

3.13.3.1 should it be found that any of the equipment numbers/barcodes do not comply with the recorded detail, it will be considered a statement of fact and the Chief Scrutineer will provide the necessary report to the Event Stewards.

3.13.4 It is the Competitors responsibility to ensure that any seal or mark is not missing or damaged;

3.13.4.1 no seal can be replaced if the kart has left Parc Fermé.

3.13.5 It is forbidden to reposition or attempt to reposition the front fairing until the Kart has been released from Parc Fermé, NCR Ch.18 App.8 Art.18.2 applies.

3.14 Results

3.14.1 Results will be issued in accordance with the National Competition Rules and these Championship Regulations.

3.14.2 All results will be deemed provisional until the conclusion of any technical and/or judicial matters.

4 TECHNICAL REGULATIONS

4.1 Classes

The Championship is open to the following classes as defined in the 2025 Motorsport UK Karting Yearbook and in compliance with the 2025 National Competition Rules.

- (i) ROTAX MICRO CADET
- (ii) ROTAX INTER;
- (iii) ROTAX JUNIOR;
- (iv) ROTAX SENIOR

4.2 Class Advisor

A Class Advisor who may advise the Technical Officials will be appointed by the Championship Organisers.

4.3 Scrutineering Document

4.3.1 All Competitor's equipment must be accompanied by an electronic Scrutineering Document, in the format provided by the Championship Organiser. This will be the only method used to check that each Competitor is using their declared equipment prepared and presented at safety scrutineering;

4.3.1.1 it is the sole responsibility of the Competitor or Entrant (as applicable) to complete this electronic Scrutineering Document correctly;

4.3.1.2 where seals/barcodes are used to seal and/or identify the chassis and/or engines the seal/barcode numbers must be entered correctly on the Scrutineering Document;

4.3.1.3 the Competitor or Entrant (as applicable) must electronically sign the Scrutineering Document prior to its submission;

- 4.3.1.4 once fully completed and signed the Scrutineering Document must be submitted electronically to the Chief Scrutineer within the time published in the Official Documents for the Event;
- (i) no changes to the Scrutineering Document will be permitted upon commencement of Qualifying Practice for the Class except at the discretion of the Chief Scrutineer
 - (ii) for double-header Events. one or both engines may be changed on the Scrutineering Document in the time between completion of the Final for that Class on the first day of competition and commencement of Qualifying Practice for that Class on the second day of competition. Such a change must only be made once approval has been obtained from the Chief Scrutineer.
- 4.3.1.5 failure to submit the completed electronic Scrutineering Document within the allocated time stated in the Official Documents will be reported to the Event Stewards and will incur a penalty.
- 4.3.1.6 In exceptional circumstances paper Scrutineering Documents may be used only at the sole discretion of the Chief Scrutineer.

4.4 Components

- 4.4.1 A Technical Official or their deputy may use paint, seals, barcodes or other means during the Event to identify equipment.
- 4.4.2 A Technical Official or their deputy may seal or barcode the chassis and/or engine(s) during the Event and may request the fitting of special nuts/bolts to the equipment for this purpose.
- 4.4.3 At any time during the Event a Technical Official or their deputy may request the removal of any component;
- 4.4.3.1 a component may be sealed and held by a Technical Official and replaced with a standard homologated unit for use for the remainder of the Session, Round or Event. The replacement unit must then be returned in good working order at the end of the Session, Round or Event; and
- 4.4.3.2 unless the original part is impounded for testing the Technical Official will return it when the replacement unit is returned.
- 4.4.4 The Championship Organiser reserves the right to implement control components in any Class and at any time. Details will be provided in an Official Championship Bulletin.

4.5 Tyres

- 4.5.1 Only the Championship Class nominated tyres may be used.
- 4.5.2 All new tyres must be purchased via the Championship.
- 4.5.3 All tyres should be ordered before the initial closing date of entries for each round-through the Championship portal via the Championship web site;
- 4.5.3.1 in the event that a Competitor seeks to purchase tyres after the initial closing date of entries a surcharge may be levied.

- 4.5.4 It is mandatory that each Competitor is in possession of two EVO Tyre spikes at each Event.
- 4.5.5 Any additional tyre allocation will be communicated via Bulletin having the status of an Official Document.
- 4.5.6 Any used tyre may be used up to the third Free Practice session.
- 4.5.6.1 During and after the third Free Practice session, only registered Slick Practice Tyres may be used.
- 4.5.6.2 Tyres will be scanned on entry to the Service Park. Tyres that have not been scanned may not be used and the kart may not be permitted entry to the Service park/Grid.
- 4.5.7 All Race Tyres will be held in Parc Fermé throughout the event.
- 4.5.8 **RACE SLICK**
One set of race slick tyres ("Slick Race Tyres") must be purchased for each Round;
- 4.5.8.1 double header events will require two new sets, one new set for Saturday and one new set for Sunday, with the exception of Cadets, where only one set must be purchased for each Event(Saturday & Sunday).
- 4.5.9 **RACE WET**
A minimum of one new set of race wet tyres ("Wet Race Tyres") must be purchased for each Round.
- 4.5.9.1 Where a Class allows, a maximum of 2 new sets of Wet Race Tyres may be used for single header Events, and up to 3 sets for double header Events, with the exception of Cadets who are only allowed one set of Wet Race Tyres for single Events and 2 sets for double header Events.
- 4.5.9.2 For Double header Events, Competitors will be allowed to purchase an additional set on the Sunday for Sunday Heats and Final only.
- 4.5.9.3 Only one set of Race Wet Tyres will be held in Parc Fermé at any time. This set may be replaced, up to the Class allowance. The competitor must notify a tyre official that they are removing their set of race tyres from the parc ferme area to be replaced by a new set, by purchasing additional tyres from the tyre distribution centre/shop. These tyres will be replaced by a championship Official in the tyre Parc Fermé.
- 4.5.9.4 Where the class allows additional sets of Race Wet Tyres, a championship Official will ensure that the replacement tyres are available in the tyre Parc Fermé, where the Competitor will be allowed to change rims onto the new tyres and remove the previous tyres from Parc Fermé and the Event.
- 4.5.9.5 Once a set of tyres are removed from Parc Fermé in replacement for a new set these cannot be used again.
- 4.5.10 **(DRY Race session)**
The single set of Slick Race Tyres (4.5.8) is the only set permitted for use during Qualifying Practice, Heats, Super Heat, Repechage (if any), and Final. It is forbidden to use Slick Race Tyres in any other session unless instructed by an Official.

4.5.11 (OPEN OR WET Race session)

Wet Race Tyres (4.5.9) are only to be used for Qualifying Practice, Heats, Super heats, Repechage (if any), and Final. It is forbidden to use Wet Race Tyres in any other session, unless instructed by an Official.

4.5.12 Free Practice and Warm-Ups

4.5.12.1 With the exception of Cadets, a maximum of up to 2 new sets of registered slick practice tyres (“Slick Practice Tyres”) may be used in addition to any used slick tyres up to the Qualifying Practice session.

4.5.12.2 For the Cadet class a maximum of 1 new set of Slick Practice Tyres may be used in addition to any used slick tyres up to the Qualifying Practice session.

4.5.12.3 Any used tyres can be used up to but not including Free Practice session number 3 in accordance with the Timetable for each Class.

4.5.12.4 Only NEW registered Slick Practice Tyres can be used from Free Practice session number 3 up until Qualifying Practice in accordance with the Timetable for each Class.

4.5.12.5 For all Free Practice sessions, if the session is declared Wet or Open, wet tyres are *Open* and will not be scanned unless they are a new set.

4.5.12.6 Wet Race Tyres CANNOT be used in any Free Practice or warm-up session.

4.5.12.7 Any tyres presented as used tyres may be subjected to inspection by a Championship Official and if deemed to be not used the Competitor will be removed from the grid and may be reported to the Event Stewards.

4.5.13 The table below show the tyre allocation per Class for each Single Header Event:

Rotax Class	Tyre	New Practice Slicks	Race Slicks	Practice Wets	Race Wets
Micro Cadet	Vega	1	1*	Open	1
Inter	Mojo C2 / CW	Up to 2	1	Open	Up to 2*
Junior	Mojo D2 / W5	Up to 2	1	Open	Up to 2*
Senior	Mojo D5 / W5	Up to 2	1	Open	Up to 2*

*For Double Header Events, Inter, Junior and Senior Classes will be allowed an additional set of Race Wet Tyres, making the Class allowance up to 3 sets for the Event. This additional set may only be purchased on the Sunday for use in Qualifying Practice, Heats and Final.

4.5.14 At allocation and/or safety scrutineering tyre barcodes will be recorded;

4.5.14.1 it is the Competitors responsibility to ensure that the tyre barcodes have been correctly recorded at all times;

4.5.14.2 the barcodes must remain in place and readable at all times during the Event; and

4.5.14.3 in the event that a barcode is missing or unreadable due to damage the Competitor must present the tyre a Technical Official before leaving Parc Fermé.

Any damaged tyres must be notified to a Parc Fermé Official immediately where they may allow a replacement tyre(s) for a like for like previously registered tyre.

4.5.15 Tyres may be tested by a Technical Official or their deputy at any time and samples may be taken for analysis NCR Ch.8 App.3 Art.3.

4.5.16 All tyres must be removed from the venue at the end of the Event. Should any be left at the venue, the Competitor will be identified and invoiced for any charges incurred for disposal.

4.5.17 Competitors will obtain one tyre recycling credit with every set of tyres purchased from the Championship Organisers. Details of the times for tyre recycling collections will be in the official Timetable.

4.6 Chassis

4.6.1 Chassis Dimensions: CIK-FIA Karting Technical Regulations Art. 10.1.1 & 9.1.1 as applicable. Currently CIK-FIA homologated for Junior/Senior. Currently Motorsport UK registered or homologated for Cadet/Inter.

4.6.2 Chassis characteristics/requirements: CIK-FIA Karting Technical Regulations Art. 10.1.2 & 9.1.2 & 9.1.3 as applicable.

4.6.3 Rear shaft/axle: CIK-FIA Karting Technical Regulations Art. 4.3 plus Art. 10.2 & 9.2 as applicable except that CIK-FIA identification sticker is not compulsory.

4.6.4 Fuel tank capacity: CIK-FIA Karting Technical Regulations Art. 10.3 & 9.3 as applicable.

4.6.5 Bumpers: CIK-FIA Karting Technical Regulations Art. 10.4 & 9.4 as applicable. CIK-FIA homologated for the current period (2025-2027).

4.6.6 Bodywork: CIK-FIA Karting Technical Regulations Art. 10.5 & 9.5 as applicable. CIK-FIA homologated for the current period (2025-2027)

4.6.6.1 The Championship reserves the right to hold any front fairings and associated mounting blocks in Parc Fermé for all or any part of any Event.

4.6.7 Rear wheel protection: CIK-FIA Karting Technical Regulations Art. 10.5.5 & 9.5.5 as applicable. CIK-FIA homologated for the current period (2025-2027)

4.6.8 Brakes: CIK-FIA Karting Technical Regulations Art. 10.6 & 9.6 as applicable. Currently CIK-FIA homologated for Junior/Senior. Currently Motorsport UK registered or homologated for Cadet/Inter.

4.6.9 Wheels: CIK-FIA Karting Technical Regulations Art. 10.7 & 9.7 as applicable.

4.6.10 Each Competitor is authorised to use only one (1) chassis per Round, and this must have valid homologation/registration (4.6.1)

4.6.11 In the event of damage to a chassis, after examination by the Chief Scrutineer if it is in the opinion of the Chief Scrutineer that it is not practical to repair in time, a replacement chassis of the same make and model as the damaged chassis may be authorised to

continue the Event. In the event of a request for authorisation of a replacement chassis, the fully prepared Kart must be re-presented for scrutineering before the authorisation will be considered.

4.7 Engines

4.7.1 Each Competitor is authorised to submit to scrutineering and to use a maximum of two (2) engines per Round.

4.7.2 Engines may not be started in the paddock;

4.7.2.1 only the Chief Scrutineer or the Service Park Manager, acting under their Authority, may designate a starting area which will be under their supervision;

4.7.2.2 it may not be possible at all venues for such an area to be designated due to local noise problems; and

4.7.2.3 any Competitor not complying with this restriction will be reported to the Event Stewards who may impose a penalty up to and including Event DSQ.

4.8 Fuel

4.8.1 The Championship Organisers will be using a control fuel the details for which will be confirmed by Bulletin having the status of an Official Document.

4.8.2 All fuel cans must be removed from the venue by the Competitor when vacating at the conclusion of the Event.

4.8.3 A Technical Official may request at any time during the Event that a Competitor's fuel and oil is to be replaced under supervision;

4.8.3.1 the replacement fuel will be provided by the Technical Official for use for the remainder of the Event; and

4.8.3.2 the team will be invoiced for this fuel and any oil which must be paid prior to the next Round. If the Competitor does not compete in any further Round of the Championship or if the action at 4.8.3.1 occurs at the last Round of the Championship then the Team shall settle any invoice delivered within 14 calendar days of the date of the invoice. In the case of a Privateer the fuel will be invoiced to the Competitor or PG.

4.8.3.3 Should a Team request that a Competitor or Teams fuel and oil is replaced then a request must be made in writing stating the grounds, this should be sent to the Event Stewards who will consider the request with the Technical Officials. The preceding regulations under 4.8.3 will apply.

4.8.4 It is mandatory for a minimum of 1 litre of fuel to be available at the end of the session NCR Ch.18 App.8 Art.14.13.

4.8.5 Comparison testing for fuel and/or additives may be carried out during the Event in accordance with NCR Ch.8 App.2 Art.1 & Art.4.

4.8.5.1 the Competitor will be required to provide a written declaration to the Chief Scrutineer stating the make and type of oil used in the fuel and the mix ratio. A sample of the oil may also be required;

- 4.8.5.2 if any fuel/oil sample does not conform to the written declaration or is found to be ineligible the Competitor will;
- (a) be reported to the Event Stewards who may impose a penalty of up to DSQ from the Event;
 - (b) pay the full cost of the testing; and
 - (c) will be reported to Motorsport UK.
- 4.8.5.3 The type of oil that must be used for each Class will be:
- (a) Rotax Junior and Rotax Senior: Rotax XPS Castor Racing Oil 2T
 - (b) For Rotax Micro Cadet and Rotax Inter: Eni Kart 2T.

4.9 Analysis Comparison or Eligibility Checks

- 4.9.1 Should any Competitor be found to be using fuel and/or additives, tyres or equipment not conforming to these regulations or the specific class criteria they will be solely responsible for any costs incurred by the Championship Organisers to carry out any tests or eligibility procedures.
- 4.9.1.1 Failure to refund the Championship Organisers upon written request within 14 days of the request will be reported to the Championship Stewards who may impose further penalty which may include but not limited to disqualification from the Championship and reporting the dishonoured payment to Motorsport UK in accordance with NCR Ch.1 App.1 Art.1.7.

5 COMPETITOR AND ENTRANT OBLIGATIONS

- 5.1 Competitors will be required to:
- 5.1.1 carry Championship and Partner logos at Events, this may include Motorsport UK logos
 - 5.1.2 display sponsors' stickers which will be provided on their karts and visors and be in positions as detailed in Appendix 1;
 - 5.1.3 Where team sticker kits are used with the logos embedded then the logos must be of the same type, size, colour as the those detailed in Appendix 1 sticker kits must be approved for use by the championship where partner badges are missing then Entrants maybe reported to the stewards who can issue penalties including points deductions from Championship standings.
 - 5.1.4 remove decals/stickers etc. which are considered to conflict with the Championship and/or their sponsor(s);
 - 5.1.5 take part in promotional activities at the Events including prize giving and any press conference and wearing their race suit fully fastened;
 - 5.1.6 take part in promotional activities at the Events including prize giving;
 - 5.1.7 attend any scheduled education Seminars or other meetings called by the Officials or Championship Organisers during the Event.
- 5.2 Competitors are responsible for any accompanying persons, all of whom must honour the Race with Respect code and be respectful to the Event Officials.
- 5.2.1 Motorsport UK will not tolerate its Event Officials being abused in any form and will take the strongest action if it is reported that someone has done so. Initially such instances should be reported to the Event Stewards who may impose an immediate penalty which may include removal from the venue.

- 5.2.2 All reports of any breach of 5.2 and/or 5.2.1 will be reported to Motorsport UK, who may take further action.
- 5.3 Caravans and motor homes may not be permitted in the paddock unless specific permission is given by the Championship Organisers notified in the Event Official Documents;
- 5.3.1 paddock space is limited and Competitors must park in a sensible orderly fashion and
- 5.3.2 Competitors must move location when requested to do so by the Championship Officials or Organising Club. Failure to do so will be subject to penalty up to and including DSQ from the Event.
- 5.4 For Events running Friday to Sunday, access is allowed by Competitors and/or Teams from 9am on the Thursday prior to each Championship Event. For Events running Thursday to Saturday, access is allowed by Competitors and/or Teams from 9am on the Wednesday.5.5
It is strictly forbidden for a Competitor to transfer from one team to another during the season without the formal agreement of both the current and receiving teams, as well as the Parent/Guardian (PG) of the driver. All parties involved must sign the dedicated release form, which is available by request from the British Kart Championships.
- 5.5 On or Off Event communications relating to Judicial matters will only be accepted when submitted by the Competitor's Team Entrant, 1.3.2 applies.

This release form must be fully completed and submitted to the Championship coordinator for approval before the transfer can be agreed. Any transfer that occurs without proper authorisation or completion of the required form will be deemed invalid.

6 Useful links:

Championship Contacts:

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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
#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 my 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.