



1 SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction: The 2026 British Honda Cadet Cup is 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
 Honda Cadet Cup **CH2026/K010**
 Organising Permit Status: Interclub

Championship Grade: B

1.2 Officials

- 1.2.1 Co-ordinator: Louise Brown
- 1.2.2 Championship Stewards: Danielle Short, Adrian Bibby, & Rod Taylor
- 1.2.3 Race Director(s)/Clerk of the Course(s): Nigel Edwards/Dan Ashton
- 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: Joe Hickerton
 - 1.2.7.2 Eligibility Scrutineer: Ernie Salmon
 - 1.2.7.3 Chief Scrutineer: Chris Derrick
- 1.2.8 Class Advisor: Russell Anderson
- 1.2.9 Official Championship Photographer 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 Interclub 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. All competitors must be accompanied by a licensed Entrant if under 18 years of age, CR 1.3.2 applies;
 - (iii) comply with the Category age requirements NCR Ch.18 App.0 Art.6 and Class age requirements as appropriate; and
 - (iv) and fully paid-up valid membership card holding members of a Motorsport UK registered 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 A Competitor should 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 should 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 if requested.
- 1.3.5 Teams and Engine Preparers must be in possession of a valid Motorsport UK Entrants licence and shall produce the Licence on demand of a Championship or Event Official.
- 1.3.5.1 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.
- 1.3.5.2 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.

1.3.5.3 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 tool available);

1.3.6 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.

1.3.6.1 Mechanic/Performance Coaches will:

- (i) Be a minimum of 16 years old. Where a Mechanic/Performance Coach is under 18 and has registered as a Mechanic/Performance Coach, automatic parental/guardian consent is passed to the Team Manager/Principal;
- (ii) be formally registered with the Motorsport UK and linked with the Competitor and issued a British Kart Championships Mechanic/Performance Coach pass (“Mechanic Pass”);
- (iii) be required to present on demand their Pass at each Event;
- (iv) uphold the values of the Race with Respect Code and all applicable Motorsport UK Regulations including policies and guidance;
- (v) 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;
- (vi) 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;
- (vii) 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;
- (viii) be defined as any person teaching, training, instruction of support services to Competitors under the age of 18 who they do not have parental responsibility for at Events (with or without covered accommodation) and elsewhere with or without equipment, irrespective of receiving financial gain or not. This includes, but is not limited to, Kart Mechanic, Performance Coach, Driver Coach, Data Coach, Team Manager, Transportation Provider (for drivers to and from Events), Support Staff providing Instruction or Training, Event Crew offering on-site Driver support, Chaperones without Parental Responsibility, Training for Under-18 Drivers or anyone representing a Competitor either at the Venue or in a Judicial hearing on behalf of a Team.

1.3.6.2 Should the Competitor’s nominated Mechanic/Performance Coach change during the season this whole CR 1.3.6, 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 CR 1.3.6 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 Event 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.
- 1.3.6.3 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 the Motorsport UK Disciplinary Officer and who may refer the matter to the National Court.
- 1.3.6.4 A Competitor may not be in possession of more than one Mechanic pass and may have only one Mechanic/Performance Coach registered per Event.
- 1.3.7 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 (CR 1.3.5. applies). The Engine Preparer will:
- (i) be formally registered with Motorsport UK and issued a British Kart Championships barcode/barcoded 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;
- 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.
- 1.3.8 All necessary documentation including appropriate licence and valid membership Documents and passes must be available for checking at all Events. Signing-on will be done electronically via the online system and signing on links will be emailed to each Competitor prior to each Event. CR 1.3.3 above applies
- 1.3.9 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 entry/registration system and the [Motorsport UK GDPR](#).

1.3.10 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 £130.00.

1.4.2.2 for each Mechanic/Performance Coach (CR 1.3.6) with the exception of any parent or legal guardian acting as Mechanic/Performance Coach for their own child £100.00

- (i) all Mechanic/Performance Coach is required to register for the British Kart Championships once each year, irrespective of DBS status and 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 included in the £100 fee.

1.4.2.3 For each Team (CR 1.3.6) or Engine Preparer (CR 1.3.6 and 1.3.8) there is no Registration fee, but they must Register the relevant documentation with the Championship. All Teams or Engine Preparers are required to register for the British Kart Championship once, irrespective of class.

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; and
- (iv) 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 CR 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. (CR 3.1.1.5 refers)
- 1.4.5 Competitors race numbers will be allocated at registration and will be their permanent race number for the duration of the Championship.
- 1.4.5.1 to be eligible to enter the final Championship Event Competitors must meet the criteria laid out in CR 1.4.8e and be agreed in writing by the Championship Organisers. In addition to the criteria, any other previous race experience for a guest Competitor may be taken into account and/or any relevant Championship circumstances. Any special requests must be submitted in writing to the Championship Organisers. The decision to accept a guest Competitor's entry is solely at the discretion of the Championship Organisers and any such decision is final.
- 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 2025 Championship; and
- 1.4.5.3 if 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.
- 1.4.5.4 The Championship organisers may permit the use of 3-digit numbers at their discretion
- 1.4.6 Competitors not registered for the full Championship will:
- 1.4.6.1 be deemed "guest competitors";
- 1.4.6.2 Not score Championship points;
- 1.4.6.3 Comply with the eligibility criteria as prescribed in CR 1.3 and 1.4.5.
- 1.4.6.4 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 appropriate registration fee as per CR 1.4.1 and 1.4.2.
- 1.4.6.5 Be required to meet the following criteria, in addition to CR 1.4.5.1, in order to be considered for an entry at the final Championship Event; not have been classified in the top 10 of any British Championship (regardless of Class) nor classified in the top 10 of any Event listed on the FIA International calendar.
- 1.4.7 Personal Data & Images: The Championship Organisers may:
- 1.4.7.1 By entering and participating in the Championship, Competitors and Entrants acknowledge and agree that Motorsport UK and its authorised partners may collect and process personal data relating to competitors, including name, competition number, vehicle details, performance data, images and audiovisual recordings, for the purposes of administering, regulating and promoting the Championship and motorsport in general.
- 1.4.7.2 The Event and Championship may be filmed, photographed and recorded by Motorsport UK, the organising club, accredited media and broadcast partners. Footage and images may be used for purposes including broadcast, reporting, live streaming, highlights, promotional materials, archival records and coverage of the Events and Championship.
- 1.4.7.3 Such processing is carried out on the basis of Motorsport UK's legitimate interests in the administration, regulation and promotion of the sport.

1.4.7.4 Where Competitors are under the age of 18, participation in the Championship is deemed to constitute acknowledgement by the Competitor’s parent or legal guardian that such filming, recording and use may occur as part of the normal coverage of motorsport events.

1.4.7.5 Further information regarding how Motorsport UK processes personal data, including individuals’ rights in relation to their personal data, can be found in the Motorsport UK Privacy Policy available on the Motorsport UK website.

1.5 Championship Rounds

1.5.1 The 2026 British Honda Cadet Cup Championship will be contested over 8 rounds. The dates are as follows:

Rounds	Date	Venue
1&2	01 – 03 May	Whilton Mill
3&4	12 – 14 June	Larkhall
5&6	14 – 16 August	PFi
7&8	17 - 19 September	Silverstone

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

Double Header*

Friday – Free Practice

Saturday & Sunday – **Each Round**

Warm-Up

Qualifying Practice

2x Heats

Repechage (if applicable)

Final

*Silverstone Event Thursday – Saturday

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 points;
- (ii) Championship Repechage points if applicable; and
- (iii) Championship Final points.
- (iv) Judicial Decisions

1.6.1 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.

1.6.2 Heat Points (non-Championship points)

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 whether they present themselves to the grid or not and in grid order if more than one and allocated points on that basis.
 - (iii) If a Driver is DSQ from a Heat, they will not be classified and will be awarded points equivalent to the number of starters in that session plus 2 points.
- These individual Heat points will not count towards the overall Championship.

1.6.3 Final Intermediate Classification

For Double Headers, the combined Heat points create the **Final Intermediate Classification**.

1.6.4 Championship Points – Final Intermediate Classification

Championship Heat points will be awarded based on the **Final Intermediate Classification** following the conclusion of all Heats and 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 Double Headers, the 30 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) 26 pts for 7th place 25 pts for 8th place 24 pts for 9th place then reducing to 1 point for 32nd position, drivers 33rd onwards receive 1 championship point;
- (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 36 although less than 40 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) 26 pts for 37th place, 25 pts for 38th place, 24 pts for 39th place.

1.6.5 Championship Points - Finals

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 27 pts for 36th position, where applicable;
- (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 a Final only will score 0 pts for that Final but will be able to drop that score;
- (v) any Driver Disqualified ('DSQ') from the entire Event/Round will score 0 pts for that Event/Round and will be unable to drop the scores.

1.6.6 If an Event/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.

1.6.7 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.

1.6.8 **Resolving Ties:**

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

1.6.8.2 In the event of a tie in the Championship standings then the result from the final of the last Championship Round (Round 8) will be used to solve the tie with the higher result in that race being given the higher ranking.

1.6.9 A Drivers highest 12 scores will be used to calculate their overall championship points, should a Driver be DSQ from an entire Event then the zero scores from that Event/Round would be included within their championship highest scores, CR 1.6.5 applies.

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

1.6.11 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 usually 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 may be confirmed by Bulletin.

1.7.2 **Championship Overall**

Trophies will be awarded in each class for the British Kart Championships;

1.7.2.1 for the **highest placed 3 Championship Competitors** in each class;

1.7.2.2 **for the highest placed Championship 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. Any decision regarding the Privateer status will be final and is solely at the Championship Organisers discretion. A Privateer is also eligible for the Rookie award;

1.7.2.3. **for the highest placed Championship 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, CR 5.2 applies. 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;

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 2027 they will forfeit their seeded number.

1.7.3.1 The top 5 of those 10 Competitors will automatically qualify should pre-qualification for 2027 be necessary.

1.7.4. Additional Championship 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 controlled transponder supplied by the Championship must be used, it is the Competitor's responsibility to ensure it is fitted correctly and on a MyLaps bracket.

1.8.2.1 fitment of the transponder must be as per Appendix 5, Section F2 of the 2026 Motorsport UK Karting Yearbook

("F.2 The transponder must be fitted in an approximately upright position on the back of the seat").

1.8.3 The competitor is responsible for the return of the transponder, failure to return it in good working order and undamaged 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 NCR, any Supplementary Regulations and/or Final Instructions or other Official Documents.

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 part thereof. 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 includes 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 penalty will be disqualification from the session;

- (b) the maximum penalty will be disqualification from the Event, where NCR Ch.2 App.8 Art. 2.2-2.2b will also apply; and
- (c) the Competitor or Entrant will have the right to waive the Hearing for the offence in accordance with NCR Ch.18 App.6 Art.3.

2.2 Championship: In accordance 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 Motorsport UK licenced or Championship registered person entering and/or 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 Regulations. Any failure to respect this Regulation shall result in immediate suspension of Championship Entry and of all applicable Competition Licences pursuant to Ch2. App.2 Art. 5.1.

2.3 Images and Data

The Championship Organisers will be using CCTV/live stream/cameras at all Rounds. Any footage and/or images, and/or Data logged evidence may be used for judicial purposes.

2.3.1 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 must only be presented or validated by an independent person qualified to do so NCR Ch.7 App.9 applies.

3. RACE PROCEDURES

3.1 Entries

3.1.1 Supplementary Regulations (SRs) and other Official Documents will be available on the [British Kart Championships](#) 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, CR 1.3 above applies;

3.1.1.2 The individual Event entry fee for the 2026 British Honda Cadet Championship is
(i) £320.00 per Championship Registered Competitor for the Double Header Events, includes the Friday Free Practice.

(ii) There may be an additional charge for Guest Competitors.

3.1.1.3 Entries for the Event open 6 weeks prior to each Event where possible;

(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). No refunds of the entry fee will be made but the entry fee will be transferred towards the next Event entry; 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 10 – 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 (CR 3.1.1.3 applies).

3.2 Free Practice

3.2.1 Where there is an Official Free Practice Day and the Driver is unable to attend and notice has been provided at least 7 days prior to the Event then a refund for the Practice Day fee may be issued in due course.

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

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

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

3.2.3 Practice/testing or use of the Circuit by any registered Competitor - in any type of kart including the use of 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;

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

3.2.3.4 Any Official Free Practice Day will be run to the Motorsport UK Kart Practice Day Guidelines.

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 according to the schedule published in the Timetable.

3.4.1.1 A Competitor may request safety scrutineering at an alternative time, subject to the approval of the Chief Scrutineer.

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

3.4.1.3 The Kart must be presented fully prepared as it will be driven in competition, with all necessary components (except wheels) 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 NCR beginning at entry to the Service Park and ending when exiting the post-race Parc Fermé (scrutineering) area. 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 Competitor and pass holders for the specific session;

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

3.5.2.2 All karts, components and equipment must only enter Parc Fermé pre-session through the Service Park Entry Gate. It is not permitted to take or pass items into Parc Fermé by any other means, including through or over any fence or barrier.

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.
- 3.6.4 The Race Director/Clerk of the Course will designate the Meeting Status (“Wet” “Open” or “Dry”);
 - 3.6.4.1 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.

3.7 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 pressure (which cannot be increased) are prohibited once on the Pre-Grid. The use of tools on the Pre-Grid is forbidden, however, should a kart’s engine fail to start, and with the permission of an Official, permission can be granted for the use of tools on the spark plug and/or start motor only. Anyone found using tools on the Pre-Grid without permission or making adjustments will be reported to the Stewards of the Meeting..
 - 3.7.2.1 Should any adjustment(s), other than tyre pressures (which cannot be increased) and those permitted in CR 3.7.2, 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 Official 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 points 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 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.
- 3.7.5 There will be a countdown to Race Start:
 - 3.7.5.1 Mechanics/Performance Coaches must clear the Pre-Grid 1 min before the start of the Race (“1 minute” board).

- 3.7.5.2 30-seconds after the "30 seconds" board is displayed the green signal will be shown at the front of the grid to indicate that the karts must proceed onto the circuit to either commence Free Practice/Non-Qualifying Practice/Qualifying Practice or to begin a Formation Lap.
- i. Should a Competitor require assistance after the green signal is shown, one mechanic may only work on the kart once the other karts have left the Pre-Grid.
 - ii. If a Competitor is unable to start from the Pre-Grid at the time of the green signal, he/she will only be authorized to join the circuit on the orders of the Race Director/Clerk of the Course.
 - iii. If a Competitor starts from the Pre-Grid after the intervention of a Mechanic, and if the Race Director believes no sufficient time to join the Formation is available prior to the Race Start being given, he/she will be authorised to do so only on the orders of the Race Director or Marshal, and he/she will take the start from the back of the Formation, following the start being given, irrespective of the number of Formation Laps.
- 3.7.5.3 For Rolling laps the FULL circuit must be used unless stated otherwise in Drivers Briefing or Event Documentation.
- 3.7.5.4 Any driver starting from the Pre-Grid will be considered to be on the lead lap, assuming he/she is able to leave the Pre-Grid before the leader crosses the Start/Finish line for the completion of the first racing lap. Should the driver fail to leave the Pre-Grid to join the track within this time frame, he/she will only be allowed to attempt a restart within the completion of the second racing lap by the last positioned Driver, after which no restart attempt will be allowed. Should the driver be able to join the track, he/she will be scored as being a lap down on the leader.
- 3.7.5.5 Should a Driver enter the pits for repairs on the Formation Lap and rejoin before the Race Start, they must start from the back of the Formation, irrespective of the number of Formation Laps.
- 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 session and each Competitor must participate in their designated group and 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 not be permitted to join another. They shall be placed at the back of the starting grid for the Heats.
- 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 for the Heats.
- 3.8.5 Timing will commence when the green signal is shown. There may be a maximum time to enter the track imposed, this will be detailed in the Official Documents.
- 3.8.6 As soon as the Competitor exits the track their session has ended and re-entry to the track is not permitted CR 3.14 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 session 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 Qualifying Practice will be placed behind all Competitors who have set a time in numerical order and, any Competitors who are DSQ from Qualifying Practice will be placed behind Competitor with no time set, in numerical order.
- 3.8.8.2 Option 2 (36 drivers or less) – Competitors fastest time during their Qualifying Practice session will be used as their Qualifying time for Heat 1 with their second fastest time as their Qualifying time for Heat 2
- (i) Should a Competitor have their fastest lap(s) cancelled due to a penalty then the next fastest lap will be their Qualifying time, with their 3rd best time becoming their 2nd best time and so forth.
 - (ii) In the event of a tie on fastest lap, 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. In the event of a tie on the 2nd fastest lap, in Qualifying Practice the Competitor's 3rd fastest time will be considered and the fastest time awarded the higher ranking. If still tied, then the 4th fastest time will be considered and so on until a clear order is established.

- (iii) 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.

3.8.8.3 Option 2 (over 36 drivers) – 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, with their 3rd best time becoming their 2nd best time and so forth.
- (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) 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 36 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 Double Headers, each class will have Heats, Repechage (if applicable) and a Final.

3.10.1.1 After the completion of the Heats, an Intermediate Classification will be issued.

3.10.1.2 Competitors classified will automatically qualify for the Final if there are 36 Competitors or less in the class.

3.10.1.3 For any class which has more than 36 Competitors classified, the top 30 Competitors will automatically qualify for the Final;

- (i) any class which has less than 40 Competitors classified the top 36 Competitors will automatically qualify for the Final. The remaining Competitors will be awarded points according to their intermediate classification, CR 1.6 applies.
- (ii) any class with 40 Competitors or more classified and where the top 30 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.

3.10.1.4 The grid for the Repechage (if any) will be as follows: Competitor 31st in the intermediate classification will take the highest Grid position, the 32nd Competitor will take 2nd place on the Grid and so on.

3.10.1.5 The Grid for the Final will be in order of the classification from the Intermediate Classification.

3.10.1.6 Any competitor classified in 67th place or lower will not qualify for the Repechage.

3.10.2 The Race Director/Clerk of the Course in consultation with the Event Stewards may amend Race duration;

3.10.2.1 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 Ch.18 App.5 Art. 1.22 & Ch.18 App.5 Art 1.23 - 1.32 of the National Competition Rules.

3.11.1.1 The pole position Competitor may be penalised if the speed is considered to be too fast or too slow;

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 1.17a 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, NCR Ch.18 App.5 Art. 1.17b applies.

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, CR 3.7.5.5 applies. 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, in line with CR 3.7.5.2ii, 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.

3.12 Session Neutralisation

In the Event that a session needs to be neutralised, NCR Ch.18 App.5 Art1.33 will apply.

3.13 Race Stops

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

3.14 End of Session

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

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

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

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

3.14.1.4 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.

3.14.2 Weighing procedure: Should a driver and/or kart be found to be underweight when weighed at the request of a Championship Official, the following procedure will apply:

- (i) Check if all of the driver's safety equipment (PSE), or mandatory PSE as relevant, is present
- (ii) Note the measured weight
- (iii) Remove the driver and/or 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/or driver on the scale again and check the weight
- (viii) No tolerance will be considered, as the overall weight of driver and/or 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

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

3.14.3.1 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.

3.14.4 It is the Competitor's responsibility to ensure that any seal or mark is not missing or damaged;

3.14.4.1 no seal or barcode can be replaced if the kart has left Parc Fermé.

3.14.5 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.

3.15 Results

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

3.15.2 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 2026 Motorsport UK Karting Yearbook and in compliance with the 2026 National Competition Rules.

- (i) Honda Cadet

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 pre-event scrutineering;

4.3.1.1 it is the sole responsibility of the Competitor or Entrant (as applicable) to ensure this electronic Scrutineering Document is completed 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, Mechanic/Performance Coach and Entrant (as applicable) must electronically sign the Scrutineering Document prior to its submission;

4.3.1.4 once fully completed and signed the Document will be submitted electronically to the Chief Scrutineer;

(i) no changes to the Scrutineering Document will be permitted upon commencement of Qualifying Practice for that 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 a paint, seals or 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 the Official Championship Documents

4.4.4.1 Any component(s) supplied by the Championship Organisers for use must be used by the Competitor they are allocated to at all times, and must remain as supplied, unmodified and with any dimensions matching those held by the manufacturer/supplier.

4.4.4.5 Any component(s) supplied by the Championship Organisers must be returned to the Championship Organisers, in the same condition it was supplied, as instructed by the Championship Organisers.

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 Race Slick tyres must be purchased via the online Entry system at point of entry and prior to the initial closing date of entries for each Event.

4.5.3.1 Any late entries and subsequent late Tyre order may have a surcharge applied. There will be no surcharge for Race Wet Tyres at any time.

4.5.4 It is mandatory that each Competitor is in possession of two EVO Tyre spikes at each Event. Tyres may not be handed to a Competitor without them being on a Tyre spike.

4.5.5 Any additional tyre allocation will be communicated via Bulletin having the status of an Official Document.

4.5.6 All Race tyres will be held in Parc Fermé throughout the Event and Race Wet Tyres that have been sealed and carried over must be declared and presented to the Tyre Bay Official in line with the Event Documentation.

4.5.6.1 Should the set of Race Tyres held in Parc Fermé need to be removed, the Competitor's Mechanic must notify a Championship Tyre Official prior to removal from Parc Fermé. The Race Tyres shall be logged as withdrawn in the Championship database and deemed ineligible for further use as Race Tyres.

4.5.6.2 If any Race tyres leave Parc Fermé unauthorised, this will be reported to the Event Stewards who may disallow further use of these Race tyres. Additional sets may not be permitted beyond the Class Tyre Allowance.

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

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

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

4.5.7.3 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.

4.5.8 Race Tyres are the only tyres permitted for use during Qualifying Practice, Heats, Super Heat, Repechage (if any), and Final. It is forbidden to use Race Tyres in any other session unless instructed by an Official. If the session is declared 'Dry' then only Race Slick Tyres may be used. If the session is declared 'Wet' then only Race Wet Tyres may be used. If the session is declared 'Open' then it is the Competitors discretion whether to use Race Wet Tyres or Race Slick Tyres.

4.5.9 **Race Slick Tyres**

Race Slick Tyres must be purchased in line with the Class Tyre Allocation set out in CR 4.5.11. Where only one new set of Race Slick Tyres are permitted, these must be used for the whole Event (Saturday and Sunday), CR 4.5.8 applies.

4.5.10 **Race Wet Tyres**

Race Wet Tyres must be purchased in line with the Class Tyre Allocation set out in CR 4.5.11. Sealed Race Wet Tyres must be presented to the Tyre Bay Official ahead of the Competitor's first Official Practice session. These tyres must be presented to the Tyre Distribution centre as per the Event Documentation, where they will then be checked that the seal is intact, and the tyre bag has not been tampered with. The tyres will then be placed into the tyre bay where the competitor can then access the tyres for fitting. If a competitor has ordered a new set of Race Wet tyres, these will automatically be placed into the tyre bay as the competitors chosen Wet Race tyre.

Any Race Wets to be carried forward must be Sealed in the Tyre Bay prior to leaving Parc Ferme after the Competitors last Race of the Event. If a Competitor withdraws at any point during the Event, then the Competitor must Officially Withdraw with the Event Secretary who will then notify a Tyre Official that the Race Wets can be Sealed and removed from Parc Ferme. A Championship Tyre Bag must be supplied by the Competitor for Sealing.

4.5.11 The table below shows the tyre allocation for each Event:

Class	Tyre	New Practice Slicks	Race Slicks	Practice Wets	Race Wets
Honda Cadet	Vega	0	1	Open	1 Set (New or Sealed)

4.5.12 **Free Practice, Non-Qualifying Practice and Warm-Ups**

4.5.12.1 No New sets of slick practice tyres are permitted during any Free Practice session.

4.5.12.2 Any used tyres can be used up to but not including Free Practice session number 3.

4.5.12.3 From, and including Free Practice session 3, ONE Used set of practice slick tyres must be registered upon arrival at the Service Park and used for all remaining Practice and Warm Up sessions.

4.5.12.4 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 where CR 4.5.2 then applies. Slick Practice Tyres will still be scanned from Free Practice session 3 if declared Open.

4.5.12.5 Wet Race or Slick Race Tyres CAN NOT be used in any 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 Tyres may be tested by a Technical Official or their deputy at any time and samples may be taken for analysis in line with NCR Ch.8 App.3 Art.3.
- 4.5.14 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.
- 4.5.15 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 Each Competitor is authorised to use only one (1) chassis per Round, and this must have valid homologation/registration.
- 4.6.1.1 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 use a maximum of two (2) engines per Round (not including Free Practice sessions).
- 4.7.2 The excessive running, warming, testing of engines is prohibited in your paddock area – with the exception of a quick 'engine fire up'. Additionally, engines can be started to check that they fire up and run under permission of the Chief Scrutineer or the Service Park Official under their authority (NCR Ch 18 App 7 Art 1.17 applies) and only where they designate an area for such a purpose;
- a) Motorsport UK may impose a fine of £100 for failing to comply for the first offence;
 - b) Any further offence(s) may lead to higher fines being imposed,
 - c) The running of an engine for more than 5 seconds in any of the above circumstances will be considered excessive.;
- 4.7.2.1 only the Chief Scrutineer or the Service Park Official, 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 found by an Event Official not to be 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 Fuel for this Championship must be purchased through Vital Equipment. This is the only fuel permitted for this Championship.

- 4.8.1.1 No other fuel is permitted. This will be the only fuel permitted for the duration of the Championship from commencement of Free Practice 1 at the first Event onwards. Petrol is to be used as fuel and not for any other purpose.
- 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 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 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 CR 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 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 CR 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 & 4.
- 4.8.5.1 if the sample does not conform 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.

4.9 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.2 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 , positions will be detailed in a Championship Bulletin;
 - 5.1.3 Team sticker kits are permitted with the logos embedded provided the logos are of the same type, size, colour as the those detailed in the Championship Bulletin. Any variation to Championship, Partner or Motorsport UK logos must be approved for use by the Championship. Where partner badges are missing then Entrants may be reported to the Event 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 participate in a Competitors' Parade at each Event;
 - 5.1.6 take part in promotional activities at the rounds including prize giving and any press conference and wearing their race suit fully fastened;
 - 5.1.7 attend any scheduled education Seminars or other Events 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. Team Managers are responsible for all Team Personnel and the Team. Any breaches of the Race with Respect code or any Championship Regulations will be reported to the Event Steward, where the Competitor and/or Entrant may be subject to penalties in accordance with NCR Ch.2, this may include Event DSQ and point deductions against their Team Championship Award.
- 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 CR 5.2 and/or CR 5.2.1 will be reported to Motorsport UK who may take further action.
- 5.3 Motorsport UK request that all Participants, Competitors, Teams, Officials & Marshalls familiarise themselves with the Motorsport UK Social Media Policy & Race with Respect code along with any Social Media guidance the organising club issue.
- Any negative or detrimental posting on social media will be reviewed by Motorsport UK who will operate a zero tolerance towards any participants responsible for any postings or behaviour which may be deemed extremely detrimental for the sport.
- 5.4 Caravans and motor homes may not be permitted in the pits unless specific permission is given by the Championship Organisers notified in the Event Official Documentation;
- 5.4.1 paddock space is limited and Competitors must park in a sensible orderly fashion; and
 - 5.4.2 Competitors must move location when if-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.
- 5.5 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.
- 5.6 It is strictly forbidden for a Competitor to transfer from one Entrant 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 Competitor.. All parties involved must sign the dedicated release form, which is available by request from the British Kart Championships. 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. This restriction is only applicable from the point of Championship Event entries opening to the end of the final Championship Event.

- 5.7 On or Off Event communications relating to Judicial matters will only be accepted when submitted by the Competitor's Team Entrant, CR 1.3.2 applies.

6 Championship Contacts:

Louise Brown

Executive Championship Co-ordinator

Louise.brown@motorsportuk.org

M +44 (0) 7368 431798

Ian Rogers

Championship Executive Timekeeper

ian.rogers@motorsportuk.org

Michelle Andrew

Championship Safeguarding Officer

safeguarding.bkc@gmail.com

M: +44 (0) 7951785211

Richard Lock

Championship Operations director / Race with Respect Officer

Richard.Lock.Consultant@motorsportuk.org

Nigel Edwards

Race Director

Nigel.Edwards.Consultant@motorsportuk.org

Motorsport UK Championship Contacts:

Dan Parker

Head of Karting

Dan.Parker@motorsportuk.org

M: +44(0)7507 768525

Joe Hickerton

Technical Delegate

Joe.Hickerton@motorsportuk.org

M: +44(0)7796 304970

Minna Lane

Partnerships Manager

minna.lane@motorsportuk.org

M: +44(0)7743 957501

Appendix 1



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

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

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

The Values

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

I pledge to #RaceWithRespect and:

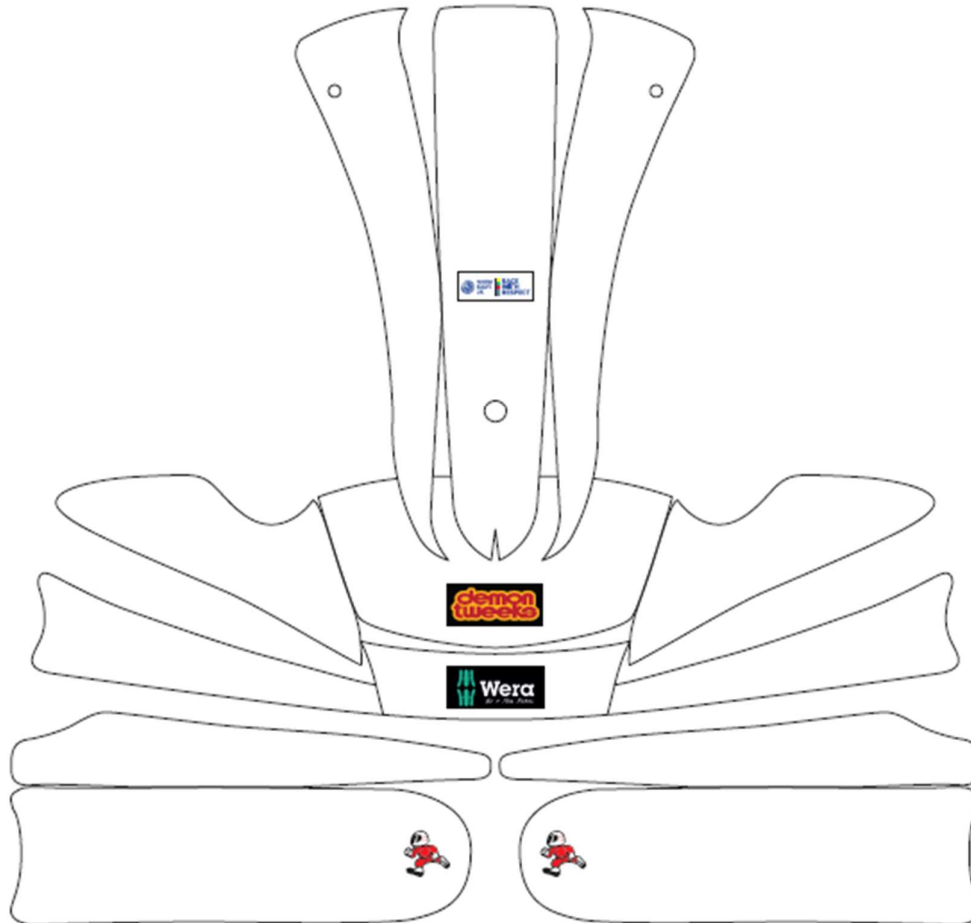
- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic 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.

Appendix 2



MANDATORY LOGO POSITIONS



COMPETITOR INFORMATION	LOGO POSITION GUIDELINES
<p>All logos MUST be displayed in the defined positions at ALL TIMES during British Kart Championship events.</p> <p>Checks WILL be carried out on ALL competitors before entering designated HOLDING AREAS.</p> <p>It is recommended that these logos are included in the design of your kart sticker kit. Logos can be provided upon request.</p>	<ol style="list-style-type: none"> 1. Wera Tools visor stickers must be displayed on all visors (clear and tinted). 2. Nosecone stickers MUST be clearly visible. 3. Upper nosecone sticker MAY be moved to the BOTTOM of the nassau panel if required. 4. Demon Tweaks sidepod logos MUST be positioned at either the front of the pods, or in front of the number panels. 5. Race with Respect logo must be displayed on the nassua panel.
<p>ALL MANDATORY STICKERS WILL BE SUPPLIED BY MOTORSPORT UK</p>	