



The Kart Championship
2026 Kart Race Championship Regulations
Sporting and Technical

1. SPORTING REGULATIONS – GENERAL

1.1. Title and Jurisdiction:

The Kart Championship is organised and administered by Champions Kart Club in accordance with the National Competition Rules of Motorsport UK, these Championship Regulations and any Official Documents.

The championship will be for the following homologated kart race classes: Bambino MIGHTE, Cadet Honda GX200, Cadet Rotax MICRO, Cadet MightE, Inter Rotax MINI, Rotax JUNIOR, Rotax SENIOR.

Competitors entering the championship accept acknowledgment of all Championship publications and have read them thoroughly, including any Official Documents for each circuit which will be made available on the website the week before each event. All drivers and their parent / guardian must carefully read, understand and sign the indemnity accepting the risks of motorsport. They must explain these risks and undertakings to anyone involved with their entry, (for example but not limited to; a mechanic, team manager, driver coach) The driver, parent or guardian or anyone associated with the driver found to be using abusive language, threatening behavior or abuse toward any other person may have their entry cancelled without refund and have to leave the circuit without return. The promoter will consider in its entire discretion whether that person or any person connected with the affected entry may attend any future event. The Kart Championship fully supports Motorsport UK's Race with Respect Program and will always uphold its policy.

Motorsport UK Championship Permit Number: CH2026/K035

Motorsport UK Championship Grade: D

1.2. Officials:

1.2.1. Championship Stewards: Mr Nigel EDWARDS, Mr David MANCHESTER & Mr Tav KIRK

1.2.2. Championship Co-ordinator: Mr Darren BEAVERS

1.2.3. Championship Race Director/Clerk of the Course: Mr Daniel ASHTON

1.2.4. Championship Head of Race Control [CCTV]: Mr Richard Mason

1.2.5. Championship Eligibility Scrutineers: Mr Ben MOORE

1.2.6. Championship Timekeeper: Mr Tony JORDAN & Mrs Kerrie BEAVERS

1.2.7. Championship Safeguarding Officer: Mrs Kerrie BEAVERS & Mrs Carla MILWARD

1.2.8. Championship Race with Respect Officers: Mr Darren BEAVERS & Mr Daniel ASHTON

1.3. Competitor Eligibility:

1.3.1. Entrants must be in possession of a valid Motorsport UK Entrants License. Competitors under the age of 18 must be accompanied by the holder of a Kart PG Entrants license, who must also sign on as an Entrant of that competitor.

1.3.2. Drivers and Entrant/Drivers must be in possession of a fully paid up membership of any recognised Motorsport UK Kart Club, be registered for The Kart Championship 2026 and be in possession of a valid competition Kart Interclub status license as a minimum.

Or, be in possession of the highest grade of national Kart license or valid CIK-FIA International License, together with their ASN's written consent as stated in NCR Ch. 6 App. 3 Art. 1.6.

A competitor should not take time off school to participate in motorsport without prior written approval off their school. If participation in the Championship requires absence from school, drivers in full time education are required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship.

1.3.3. A team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and receiving financial gain where the principal is not also the PG Entrant license holder. This includes the use of team names, team sticker kits and team race suits/clothing: A team shall at all times uphold and respect the provisions of the respect code, the National Competition Rules, these Championship Regulations and all Official Documents. They must also:

- (a) hold a valid Motorsport UK Entrant License;
- (b) have at least £5 million (GBP) Public Liability Insurance;
- (c) uphold the values of the 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 motorsport, the Championship or Motorsport UK (including its officers and officials) into disrepute;
- (e) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete the 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-doping testing;
- (g) nominate one member of their team as the 'Team Representative' at each event. This includes, but not exclusive to, for the purpose of all judicial proceedings at the event and who shall be present at all judicial proceedings concerning drivers entered under that Team License in substitution for the driver's PG.
- (h) competitors that enter under a team name automatically pass responsibility to the team owner/manager or their nominated representative to represent them in all judicial proceedings.
- (i) competitors that seek the help/assistance of a mechanic or coach must ensure they are in possession of a valid, and up to date, ASN Kart Championship mechanic/coaches pass available from Motorsport UK. Should a 'stand in' or temporary mechanic/coach be needed during the event, they must complete a mechanics pass application form with the Championship Coordinator where a temporary pass will be issued for one event only. They will then need to pass all the suitable checks with Motorsport UK and obtain the full pass before attending any future events.

(j) a parent or legal guardian is not required to be in possession of a valid DBS certificate to mechanic for their own child however, if they offer their services for another driver/drivers they will require the current DBS Certificate issued from Motorsport UK. A DBS check through Motorsport UK is required for;

- (i) The Engine Preparer/Builder
- (ii) The Mechanic
- (iii) The Driver Coach
- (iv) Parent PG License holders offering services to drivers other than their own child/children.

1.3.3.1. It is recommended the Team has:

- (a) a designated team member as a First4Sport, 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)

1.3.4. All necessary documentation must be presented for checking at all rounds when signing on.

1.4. Registration:

1.4.1. The Championship registration fee is £129, this may be discounted by the series at any time in ways such as a promotion. Registrations are non-refundable for any reason. Drivers race numbers confirmed upon registration in their class. Registrations are to be completed online through The Kart Championship booking system with Alpha Timing, Each class requires a minimum of 12 registrations to be considered a championship. Registration into the Championship does not guarantee a place on the grid at every event, race event entries must be submitted ahead of each event and are on a first come first serve basis, Champions Kart Club members can enter events in the first instance upon event entries opening.

1.4.2. Registration numbers will be the permanent competition numbers for the championship. Bambino drivers should be aware that once they compete in any Motorsport UK CADET class race meeting, they are forbidden to continue in the bambino class.

1.4.3. Entries into each event will open to club members at 7PM on the Tuesday following the previous event, with the exception of Round one where entries will open on Tuesday February 3rd 2026, non-club members can enter 3 days later on the Friday again at 7PM.

Entrants should submit their race entry online as soon as possible to secure their drivers places on the grid. Entries will close at 10pm 6 days prior to each event start date (Sunday) with the exception of Round one where entries will close at 10pm 13 days before on Sunday March 8th 2026.

Late entries will only be accepted at the championship coordinator's discretion, for an additional fee. No 'guest' drives are allowed, but drivers are welcome to drop in and out of events providing they have registered for the championship with the exception to the Honda Cadet class, Drivers are not allowed to enter rounds 2, 4, and 6 if they did **not** compete in the previous round, e.g if you didn't race at round one then you can not race at round 2 (this is due to the tyre usage policy detailed in section 3.4)

1.4.4. No refunds for registrations or entries are given. If a meeting is rescheduled, then the entry fees paid will be rolled over to the rescheduled date.

1.5. Championship Rounds:

1.5.1. The championship will be contested over 6 events as shown below, each consisting of timed qualifying, heats and finals. No driver is permitted to test/practice or race on a host circuit on any weekday leading up to an event except on the official championship Friday. 5 out of the 6 championship rounds will count towards the overall championship scores/positions with each drivers lowest scoring event being dropped. Should a class receive fewer than 12 event entries the championship organiser reserves the right to cancel the class for that event, each class must complete a minimum of 3 rounds with a minimum of 12 karts on the grid to be classed as a championship. In the event of only 5 or less events taking place then there will be no dropped rounds/scores and the total points accrued will determine the championship standings. Only when 6 events have taken place will there be a drop round.

1.5.2. Round 1: Warden Law 21-22/03/2026; Round 2: PF International 18-19/04/2026; Round 3: Whilton Mill 09-10/05/2026; Round 4: Rowrah 27-28/06/2026; Round 5: Shenington 25-26/07/2026; Round 6: Whilton Mill 12-13/09/2026.

1.5.3. The organising club for the championship is Champions Kart Club (CKC), the competition secretary is Carla Milward and can be contacted via email: compsec@thekartchampionship.co.uk
At no point during the championship should any of the championship officials be contacted privately via their personal phone numbers or social media accounts. All enquires must be sent to the competition secretary via email at all times. The Championship/club reserves the right to revoke drivers registration & membership, at any point of the competition, for persistence breech of this regulation.

1.6. Format and Scoring:

1.6.1. Each round of the championship will consist of: Practice, Timed Qualifying (TQ), Heat Races, Super Heats and a Grand Final. The weekend format will be as follows:

Saturday – minimum of 1 practice sessions – TQ – X2 Heat Races

TQ will set the grid for BOTH heat races on Saturday, with the fastest driver starting from pole position.

Sunday – Warm Up – X2 Super Heats – Grand Final, for each class.

The Heat classification will set the grid for BOTH Super Heats Sunday.

The starting grid for the Final is as per the classification of points of all heats, and super heats combined.

1.6.2. The organisation may, at their discretion change or remove practice, warm up, heat or superheat sessions to ensure all finals are completed.

1.6.3. There will be three (3) championship point scoring opportunities per event:

- (1) Saturday's Heat Classification;
- (2) Sunday's Super-Heat Classification;
- (3) Sunday's Final Classification.

Championship classification points are awarded as follows:

Heats Classification: 1st = 40 points, 2nd = 38, 3rd = 36, 4th = 35, 5th = 34, decreasing by 1 point to 34th place who will be awarded 5 championship points.

Super Heat Classification: 1st = 60 points, 2nd = 57, 3rd = 55, 4th = 54, 5th = 53, decreasing by 1 point to 34th place who will be awarded 24 championship points.

Final Classification: 1st = 100 points, 2nd = 95, 3rd = 92, 4th = 90, 5th = 89, decreasing by 1 point to 34th place who will be awarded 60 championship points.

Heat and Super Heat points are awarded as follows:

Low to High – 0 points for a race win, 2 points for 2nd, 3 for 3rd, 4 for 4th and so on. The driver with the least amount of heat points is awarded 1st place in the Heat and Superheat classification.

1.6.4. Championship Points Appeal as per Chapter 2, Appendix 5, Article 2 of the National Competition Rules.

1.6.5. In the event of a did not finish (DNF) or did not start (DNS), in a Heat or Super-Heat the driver will be awarded points for where they place on the published results approved by the timekeeper. For the final only, a driver who DNS will score points for last place providing the driver/s have participated in all heats and superheats. In the event of a disqualification (DSQ) the driver will score maximum heat points for last place for that heat or superheat the DSQ was issued. In the event of a DSQ in a final, the driver will score zero (0) points.

1.6.5a. A DSQ in a final can not be used as a drop round score, any event that carries a final DSQ must be counted towards the drivers championship total and their next lowest scoring round will be dropped.

1.6.5b. In the last round of the championship only, if a driver has scored enough points in the previous rounds to win the championship by not competing in the last round and using it as a drop round then the driver is permitted to compete in the last round of the championship without the worry of a DSQ affecting their year. In the event that this driver does receive a DSQ in the final round they will be allowed to drop the rounds score from their championship total for things out of their control such as mechanical failures, bumper falling off, exhaust breakage etc.

If The stewards on the day decide the DSQ was for a serious breach of regulations that could have been avoided, E.G: deliberate cheating, deliberate track cutting, unsportsman like conduct etc then they have the right to make the driver count the DSQ score in their total which they must notify the driver of in the hearing on the day.

1.6.6. At the end of the championship should drivers be tied on points, it will be decided by the number of 1st places gained in Grand Finals. If still undecided the number of 2nd place in grand finals, then 3rd places and so on until the title is decided.

1.6.7. If a meeting is stopped before all classes have completed 1 heat race, and cannot continue, the Championship Coordinator will reschedule the entire event on a different date. There would be no championship points awarded for any class.

If a meeting is stopped after all classes have completed 1 heat race there will be championship points given. Classification points will apply even if only 1 heat race has been completed. All classes must have completed the same number of heats for that heat to be awarded points.

1.6.8. No points will be awarded to competitors in the event for a timed qualifying session.

Grid positions for official practice and Timed Qualifying at the first Championship round will be in a random computer generated order, all further rounds will be in championship order.

1.6.9. All drivers will be scored championship points at all rounds except at the last round (round 6) of the championship if a driver attending the last round has not competed in any previous rounds, they will be removed from the results before any championship points table is updated.

1.6.10. If entries exceed maximum grid numbers the championship coordinator reserves the right to split the class into groups and run a 'B Final'. The top four (4) finishers in that B final will be promoted to the Grand final and start from the last four places on the grid.

B Final points will be awarded to those drivers finishing in 5th place and below, in succession with Grand Final points from last place and below. The Championship co-ordinator also reserves the right to amalgamate grids for classes considered to have low numbers.

The Championship coordinator reserves the right to choose not to run B finals, if this happens then drivers outside the top 34 (or 36 if permitted) in the classification will be scored Final championship points based on where they rank in the classification.

1.6.11. In the case of any ties with drivers setting identical lap times in timed qualifying, the driver setting the quickest 2nd fastest lap will take the higher grid position. If the 2nd fastest lap times are identical then the 3rd fastest lap is to be considered and so on.

If there is more than one session the fastest time achieved overall will take 1st place in the classification, 2nd place goes to the fastest in the other fastest session, 3rd to the next fastest in the 1st place drivers session, 4th to the next fastest in the 2nd place drivers session and so on, to determine the combined results order.

Where classes exceed 34 entries (26 for bambino), the drivers will be split by computer ballot into two separate timed qualifying sessions. Following both qualifying sessions, drivers will be ranked into groups (ABC or ABCD numbers dependent) with all drivers from each group competing in 2 out of 3 or 4 heat races. The top ranking 30 drivers will progress straight to the Grand Final with the remainder qualifying for the B Final. Priority for grid positions will be allocated as the finish in the overall heat and superheat classification. The top 4 finishers from the B Final will take up the last 4 places in the Grand Final.

1.6.12. From qualifying onwards all mechanics must leave the pre-grid when instructed to do so, this is usually when a 1 minute board is shown and/or a whistle is blown. This is for qualifying and all races.

1.7. Awards:

1.7.1. Event Awards:

Trophies are awarded per event based on the confirmed results of the Grand Final only usually, the top 5 in each class. Bambino's will all receive a participation award for attending the prize giving ceremony. Classes with less than 12 entries may only be awarded trophies to the top 3 finishers of the grand final.

Trophies will also be awarded to Privateer drivers, for classes with 10 or more privateers entered 3 trophies will be given on the podium, when less than 10 privateers only 1 top privateer trophy is given. The winning Privateer at each event will also win a free practice day at the following event. To be classed as a privateer a driver must be ran solely by their parent/guardian, must not enlist help from outside sources such as mechanics or coaches. Privateers must also have the 'PRIVATEER' subclass option clearly marked on their entry so its displayed on the published results.

The highest novice driver in each class will also receive a trophy, (when 3 or more novices are competing) regardless of their finishing position. To be classed as a novice, the driver must be entered as a novice at the time of entering the event; be competing on an interclub ARKS licence and have black/white number plates displayed on their kart. A driver who fails to book in as a novice, but is one, should inform the championship

coordinator before official timed qualifying begins, so that novice status can be added. These drivers will not be included in the novice trophy presentation if the novice status is added after timed qualifying has taken place. It should be noted that there are NO novice awards in the bambino class as all bambino drivers get a participation award.

1.7.2. Overall Championship Awards:

The top 5 drivers of each championship will automatically receive a championship trophy at the awards evening ceremony. The winners (1st place) in each class may also receive a perpetual trophy, which may be kept until the date set by the championship coordinator at a later date (usually the final round of the following years championship). Failure to return any perpetual trophy will result in charges against the competitor. A further 5 trophies will be presented to the drivers in 6th to 10th, providing they attend the annual awards ceremony.

1.7.3. Podium winners should present themselves at the presentation in their race suit and helmet.

1.7.4. At any point, drivers; mechanics; team personnel may be required to be interviewed.

1.8. Entertainment Tax Liability:

In accordance with current government legislation, The Kart Championship and Champions Kart 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, those persons who 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 organisation, the Kart Championship is required to deduct tax at the current rate applicable from any such payments they may 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 such application for this 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 John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 Fax: 0151 472 6483.

1.9. Title to all Trophies:

1.9.1. In the event of any provisional results or championship tables being revised after any provisional presentations and such revisions affect the distribution of any awards, the competitors concerned must return such awards to The Kart Championship Coordinator in good condition within 7 days.

2. SPORTING REGULATIONS / JUDICIAL PROCEDURES:

2.1. Rounds:

In accordance with Chapter 2 of the National Competition Rules, and Champions Kart Club.

2.2. Championship:

In accordance with Chapter 2 of the National Competition Rules, and Champions Kart Club.

2.3. By registering for the Championship all competitors, and their associates, commit to the Motorsport UK Race with Respect campaign and agree to positively promote and demonstrate the racing code.

2.3.1. Where any reports of disrespectful conduct are judged to be well founded, the Championship Coordinator may issue warnings or require remedial actions and/or report the matter to the Championships Stewards who may impose appropriate penalties, which can include loss of championship points and/or race bans through to Championship disqualification and referral to Motorsport UK.

2.3.2. It is imperative that we promote the safety and wellbeing of all young people and adults at risk. In addition to this, all participants must be aware of their behavior and conduct at all times. Abusive language and harmful behavior will not be tolerated. Any such incidents must be reported to the club safeguarding officer and/or Motorsport UK. The Motorsport UK Safeguarding Policy and guidance documents, including reporting mechanisms, are available on the Motorsport UK Website.

2.3.3. The organisation will be using CCTV/Live Streaming/Camera at all rounds. The footage may be used by the organisers for the judicial purposes. Data logged evidence, video and other photographic evidence may be considered by the Race Director, Clerk of the Course, the Stewards of the event or the National Court providing they are satisfied as to its authenticity, 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 (as per Chapter 2. Annexe A 1.6 of the National Competition Rules).

Competitors may not run any form of onboard camera, including helmet cameras, from official Timed Qualifying onwards (excluding Sunday morning Warm Up).

2.3.4. The race control/CCTV and timekeeping room will be out of bounds for all of the event unless invited by the Race Director. Any competitor, entrant or competitors' team members found to be entering these areas uninvited will be reported to the stewards of the event.

3. TECHNICAL REGULATIONS:

3.1. **Timing:** A AMB/MYLAPS transponder must be used and it is the competitor's responsibility to ensure that their transponder is fully charged and fitted correctly; fitment of the transponder must be as the Motorsport UK Karting Yearbook with the exception to the MightE Cadet class where it may be required to be fitted in a different location on the kart and will be detailed in the event final instructions.

3.1.1. It may be possible to hire transponders from the organisers but this is not guaranteed, it is strongly advised that all competitors provide their own transponder. If available, transponders will be hired at a cost of £30.00 per event; should any competitor hire a transponder and fail to return it in a good and working order, the organisers may seek full payment for a replacement unit and seek a damage deposit for any substituted item. Transponders must be fitted and working in all official sessions according to any of the official documents. Any transponder not fitted upon entry to the pre grid may result in the kart being refused access; and should any transponder not work this may result in the driver not being lap scored and no finishing position/times given. A

report to the stewards will be given from the Race Director and/or Chief Scrutineer for any driver, in any official session, without a fitted transponder where they will impose a fine.

3.2. 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.

- Bambino MightE
- Honda Cadet 200
- Cadet Rotax Micro
- MightE Cadet
- Inter Rotax Mini
- Rotax Junior Primo
- Rotax Junior
- Rotax Senior

3.2.1. The Junior Rotax Primo class will follow all Motorsport UK regulations as above but the following criteria must be met:

- Primo Drivers must be aged 12 - 13 years old and hold a Motorsport UK interclub license as a minimum, drivers NOT in the year of their 13th birthday MUST hold a national license as per class regulation D.2.7.4
- The upper age limit for the primo class is end of year of 14th birthday.
- Drivers whom turn 14 years old in 2026 must be in their first year of racing in a Junior kart championship, for example they must not have scored points in a MSUK Junior kart championship such as JKC, UKC or British Champs in 2026 or previous (KX, IKR and arrive and drive, a club level championships do not count)
- Drivers must not have finished in the top 3 overall of any Junior Championship such as (but not limited to); The British Kart Championship, The Kart Championship or Ultimate Kart Championship.

The Championship from time to time may invite older drivers to participate in the Junior Primo class but only based on inexperience reasons and if they hold a interclub ARKS licence only and providing they haven't reached their 16th birthday as per class regulation D.2.7.4.

3.2.2. From time to Time Guest classes may be invited to participate in any event and will be stipulated in the official documents for the event.

3.2.3. Seeded Numbers – Drivers who finished in the seeded positions (1st to 10th) of the 2025 Bambino Championship are required to run that number if competing in the 2026 Championship.

3.2.3.1. Seeded numbers/plates in all remaining classes must have been earnt in the British Championship, to be run. This includes 'O', 'E', 'GP' etc.

3.3. Scrutineering:

3.3.1. Pre-Practice 'self-declaration' regarding your personal protective equipment (PPE) and it's conformity to all the current regulations is mandatory and the equipment may be checked by the scrutineers at any point during any event. False declaration is a grave breach of the National Competition Rules. A competitor may request pre-race scrutineering at an alternative time but this must have been completed prior to their first scheduled practice session.

3.3.2. All competitor's equipment must be accompanied by a scrutineering card. This will be the only method used to check that each competitor is using the equipment prepared and presented at pre-event scrutineering. It is the sole responsibility of the competitor to complete this card correctly. Where seals are used to seal the chassis and/or engines, the seal numbers must be entered alongside the individual engine and chassis numbers on the card and must be correct. Both the driver and the entrant (if applicable) must sign the card once completed, and once fully complete the card(s) must be submitted to the scrutineers. No changes to the scrutineering card will be permitted upon commencement of Timed Qualifying for that class; and failure to submit the completed scrutineering card within the allocated time stated on the official timetable, will be reported to the stewards of the event and will incur a penalty.

3.4. Tyres:

3.4.1. All new tyres must be purchased via the championship. The tyre prices will be the published retail price and only the championship class nominated tyres may be used at any point of the event. All tyres must be ordered before the initial closing date of entries. It is mandatory that each competitor is in possession of **2** tyre spikes at EACH event for parc-ferme keeping. Competitors in all classes are required to purchase championship tyre bags for the sealing of any unused tyres that they wish to carry over to the next event. ALL Weather tyres in bambino will be sealed in between all events.

All Rotax Competitors will start every event with new race tyres (Bambino, Honda & MightE Cadet see below) any new unused tyres can be bagged and sealed and carried on to the next event.

Bambino:

1 set of Le-Cont all weather tyres permitted from round one and rolled over for use at all six championship rounds, bagged and sealed between each event. (any new driver joining from round 3 onwards may be permitted to scan in used tyres at the tyre officials discretion)

Honda Cadet:

New Vega Cadetti UK Slick tyres permitted every other round, slick tyres are bagged and sealed after round one and carried over to be used in round two, then new slicks are permitted at round three and again carried over to round 4, the 3rd and final set of slicks are permitted at round 5 and carried over to round 6. (as per regulation 1.4.3 drivers must compete in odd numbered rounds if they wish to compete in even numbered rounds so they have the rolled over tyres to compete)

Plus 1 set of Vega WM1 UK wets purchased ahead of round 1 and rolled over for use at all 6 championship rounds. A second set of wets (reserve) are permitted to be purchased with any entry after round 1, once reserve wets are ordered the first set of wets are removed from the system and not permitted for further use in the championship.

MightE Cadet:

New Vega Cadetti UK Slick tyres permitted every other round, slick tyres are bagged and sealed after round one and carried over to be used in round two, then new slicks are permitted at round three and again carried over to round 4, the 3rd and final set of slicks are permitted at round 5 and carried over to round 6. (any driver entering

an even numbered round who did not race the previous round and get new tyres can only race on used slick tyres that must be handed into the tyre bay)

Plus 1 set of Vega WM1 UK wets purchased ahead of round 1 and rolled over for use at all 6 championship rounds. A second set of wets (reserve) are permitted to be purchased with any entry after round 1, once reserve wets are ordered the first set of wets are removed from the system and not permitted for further use in the championship. (any driver entering an even numbered round that did not race the previous round and get tyres may have to buy new tyres or supply used tyres at the tyre officials discretion depending on others drivers tyres at the time)

Rotax Classes (All):

1 set of class specific tyres must be ordered ahead of round one (slicks and wets). Followed by 1 set of new slicks ahead of every round after this.

Only UNUSED WET tyres may be bagged and sealed at the end of an event and carried over to the next round. For the avoidance of doubt, if an event is dry from start to finish and only slick tyres are used then the new unused wet tyres can be sealed and carried into the next round,

When wet tyres are used in an event even for just 1 lap they can NOT be sealed and carried over and new tyres must be ordered for the next round.

These are the only race tyres permitted for use during Timed Qualifying, Heats, Super Heats and Finals and for all championship rounds.

It should be noted that all NEW tyres must remain new until Timed Qualifying and cannot be 'scrubbed in' during any practice sessions. This applies to all Slick and Wet tyres. Any driver who arrives to the grid with scrubbed/used tyres when they should be new, may be disallowed onto the grid by the Race Director and will be reported to the stewards.

3.4.3. In the interest of safety, the championship reserves the right to mandate new tyres at any point of the championship. The Chief Scrutineer will have the final say on if tyres have become unsafe and new tyres are necessary.

3.5. Chassis:

3.5.1. Only one chassis is permitted for any round; in the event of damage if the Chief Scrutineer agrees it is not practical to repair in the time provided, the competitor may present an alternative chassis of the same make, model and type for scrutineering in order to continue in the event.

3.5.2. Steering – The use of top camber/castor adjustment pills is permitted on all bambino chassis in the MightE Electric Bambino class. These can be added by means of a top hat style pill/adjuster only in replacement of the standard blank pill. The bottom pill under the front stub axel must remain the blank standard type only.

3.6. Fuel:

3.6.1. The championship may choose to run controlled fuel, this will be communicated in the official documents or via bulletin ahead of or during an event.

3.7. Controlled Components:

3.7.1. The Championship may at anytime decide to put any driver/s in the MightE or Honda classes on controlled engines/motors. These engines/motors must be used as supplied unless further instruction is given via bulletin.

3.7.2. The Micro MAX and Inter MAX classes will be required to replace their exhaust wadding ahead of each event, this will be detailed in the event timetable, Exhausts may be kept in Parc Ferme conditions. Anyone caught tampering with the seal on their exhaust in anyway will be reported to the Stewards where an event disqualification may be imposed. The scrutineers will carry out in depth checks on exhausts before sealing, the scrutineers reserve the right to refuse to seal an exhaust if they deem it ineligible for use within the championship, drivers racing on an unsealed exhaust will be reported to the stewards of the meeting as non compliant.

3.7.3. The Championship Co-Ordinator, in conjunction with the Chief Scrutineer, has the right to issue any controlled component to any kart in any class throughout the duration of the 2026 Championship. This will be announced in the event Supplementary Regulations or via bulletin.

3.7.4 MightE Motors:

All MightE **bambino** motors must have been in for their annual dyno/check/reseal before Round one of the championship and a GOLD race ready seal must be present on the motor at all times, this process can take up to 14 days to complete from start to finish so competitors are requested to ship engines by March 1st at the latest to avoid missing the first round. The cost of a dyno check and re-seal is £195 (bambino) and £225 (cadet) this includes a collection and delivery service which must be pre-booked via the MightE website. (the fee may be discounted for kits sent to the dyno in January)

Bambino and Cadet motors may be called upon for a further check/service/dyno after round 3 of the championship, this will be communicated in the round 3 event final instructions. A further fee of £195 (bambino) and £225 (cadet) is payable via the MightE website.

MightE competitors have the right to **protest** another competitor's motor if they have good reason to believe it's been tampered with. The fee for protest is £500 and is payable in cash at time of protest, A protest form must be printed off from the MightE website and completed in full and handed in to the chief scrutineer at the event accompanied with the correct fee. Protests can be submitted at any point throughout an event but no protests will be accepted within 30 minutes of the class final start time.

Upon receiving a protest the chief scrutineer will immediately log the protested competitor's motor number, the motor may be used for the remainder of the event and will be removed from the kart directly after the event final and sent for inspection.

The protested motor will be sent away to the official MightE dyno where extensive checks will be carried out, the outcome of eligibility checks will be determined by the eligibility scrutineer, if a motor is found to of been tampered with then an event DSQ will be given which is non appealable.

4. COMPETITOR OBLIGATIONS:

- 4.1. Competitors may be required to carry championship and championship sponsors badges on their karts and visor stickers. Any driver failing to carry the correct stickers, will be reported to the stewards and a fine of £25.00 per sticker issued.
- 4.1.2 Competitors must remove or cover up all other championship branding on their kart or race suit and only display the official Champions Kart Club or The Kart Championship Branding. Failure to comply may result in a fine as stated in regulation 4.1. in these Championship Regulations.
- 4.2. Competitors may be required to use official Champions Kart Club race numbers.
- 4.3. Take part in promotional activities at events including prize giving and any press conference and wearing their race suit fully fastened.
- 4.4. Competitors are responsible for any accompanying persons all of whom must honour the Motorsport UK Race with Respect code and be respectful to the meeting officials.
- 4.5. Champions KC and The Kart Championship will not tolerate any of their 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 Stewards of the Event whom may impose a penalty, which includes Disqualification from the event and eviction from the venue.
- 4.6. All reports of any breach of either 4.4 or 4.5 will be submitted to Motorsport UK and the Championship Officials who may take further action.
- 4.7. Caravans and motor homes may not be permitted in the pits/paddocks unless specific permission is given by the organisers – notified in the Event Official Documents.
- 4.8. Pit space is limited and competitors must follow the pit bay plan at all times. Competitors and teams must park in a sensible and orderly manner. Failure to comply will result in a report to the Stewards of the Event.

Name: Darren Beavers

Signed: 

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