THE KART CHAMPIONSHIP

DRIVEN

2027 Sporting and Technical Regulations:

THE KART CHAMPIONSHIP

These Championship Regulations apply to every event of The Kart Championship. Each event is additionally governed by its own Supplementary Regulations, which carry only the information specific to that event (venue, dates, permit numbers, track data, entry dates, officials and controlled fuel). Where the Supplementary Regulations for an event are silent, these Championship Regulations apply in full.

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1. SPORTING REGULATIONS – GENERAL

1.1. Title and Jurisdiction:

The Kart Championship is organised and administered by Driven Kart Club in accordance with the National Competition Rules of Motorsport UK, incorporating the provisions of the International Sporting Code of the FIA, 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, MightE Inter, Inter Rotax Mini, Rotax Junior Primo, Rotax Junior and Rotax Senior and any other classes the organisers may wish to include. All classes must comply with the Motorsport UK Karting Yearbook, the Motorsport UK National Competition Rules, the relevant MightE class regulations, these Championship Regulations and all event Supplementary Regulations, Final Instructions and bulletins.
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 behaviour 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: CH2027/K027 (D)
Motorsport UK Championship Grade: **Inter Club**

1.2. Officials:

1.2.1. Championship Stewards: Mr Nigel EDWARDS, Mr David MANCHESTER & Mr Tav KIRK
1.2.2. Championship Co-Ordinator: Mr Joe MILWARD
1.2.3. Championship Clerk of the Course: Mr Drew HORNSEY
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
1.2.7. Championship Safeguarding Officer: Mrs Melanie GOING & Mrs Carla MILWARD

1.2.8. Championship Race with Respect Officers: Mr Joe MILWARD & Mr Tony JORDAN
1.2.9. The officials appointed to each individual event are named in the Supplementary Regulations for that event. The Championship Organisers and Driven Kart Club reserve the right to change officials when necessary; the full list of Officials for each Event will be published in the Official Documents for each Event.

1.3. Competitor Eligibility:

1.3.1. Entrants must be in possession of a valid Motorsport UK competitor 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 2027 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 of 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 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 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 accompany 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

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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 £165. 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 10 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. Driven 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. Any driver should be aware that once they compete at Motorsport UK in the next category it is forbidden for them to return to the original class.
1.4.2.1. Once a Bambino driver competes in any Motorsport UK Cadet class race meeting, they may not subsequently compete in Bambino.
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 2nd February 2027** at 7PM. 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 the event.
Late entries will only be accepted at the championship coordinator's discretion, for an additional fee of £25.00. No 'guest' drivers are allowed, but drivers are welcome to drop in and out of events providing they have registered for the championship, with the exception of the Honda Cadet class. Drivers in the Honda Cadet class 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).
1.4.3.1. Competitors in the MightE classes may enter the championship at any round, including Rounds 2, 4 and 6, subject to the applicable class tyre requirements set out in regulation 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.

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1.4.5. The event entry fee is £210 for Saturday / Sunday, Friday practice is £90. Driven Kart Club Members receive a £20 discount per round, making their entry fee £195 Saturday/Sunday and £85 for Friday. The minimum number of entries required for a class to run at that event, are stated in the Supplementary Regulations for each event. Driven Kart Club Membership is £150 available in January only.

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 whole events will count towards the overall championship scores/positions with each drivers lowest scoring event being dropped. Should a class receive fewer than 10 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 10 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. Championship calendar:
Round 1: **PFI 19th-21st March**
Round 2: **Warden Law 16th-19th April**
Round 3: **Shenington 21st-23rd May**
Round 4: **Glan-Y-Gors 18th-20th June**
Round 5: **Rowrah 16th – 18th July**
Round 6: **Whilton Mill 10th-12th September**
1.5.3. The organising club for the championship is Driven Kart Club. 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 enquiries 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 persistent breach 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, where a double grid runs there will be a repechage. The weekend format will be as follows:
Saturday – minimum of 1 practice session – TQ – X2 Heat Races
TQ will set the grid for BOTH heat races on Saturday, with the fastest driver starting from pole position. In the event that a driver receives a time penalty that results in them having an equal lap time to another driver, the unpenalised driver takes precedence in the race result.
Sunday – 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;

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(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.
Where the number of classified finishers in any classification exceeds 34, for example where a class runs a double grid, the scale continues to decrease by one point per position beyond 34th place, subject to a minimum of one (1) championship point. Every classified finisher scores 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. In the event of a tie on points, the fastest qualifying time will take priority.
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, unsportsmanlike 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 places 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 may 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

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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 repechage. The top four (4) finishers in the repechage will be promoted to the Grand final and start from the last four places on the grid. Repechage 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 a repechage; if this happens then drivers outside the maximum grid size 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 a class exceeds the maximum grid size for that event, 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 repechage. The grid positions for the final will be determined as the ranking in the overall heat and superheat classification. The top 4 finishers from the repechage 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.
1.6.13. All results are provisional until verified by the timekeepers. The championship may publish live results throughout an event.
1.6.14. The maximum grid size for each class is as per the Motorsport UK Track Licence.

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.
To be classed as a privateer a driver must be run solely by their parent/guardian, must not race with a team outside of the championship, must not be in a team race suit or liveried kart, must not be running in a team awning, and must not enlist help from outside sources such as mechanics or coaches. The definition of a team is listed in regulation 1.3.3. Privateers must also have the 'PRIVATEER' subclass option clearly marked on their entry so it's displayed on the published results. This must be done when registering for the championship. Once a competitor enlist the support of outside assistance they are no longer eligible for the privateer

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championship.
The highest novice driver in each class will also receive a trophy (when 2 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.
A trophy will be awarded to the Top Privateer. In any class where 10 or more Privateers have competed at every round, trophies will be presented to the top three Privateers
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 and team personnel may be required to be interviewed.

1.8. Entertainment Tax Liability:

In accordance with current government legislation, The Kart Championship is 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 must return such awards to The Kart Championship in good condition within 7 days.

2. SPORTING REGULATIONS / JUDICIAL PROCEDURES:

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2.1. Rounds:

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

2.2. Championship:

In accordance with Chapter 2 of the National Competition Rules, and Driven 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 Championship 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 behaviour and conduct at all times. Abusive language and harmful behaviour 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 judicial purposes. Data logged evidence, video and other photographic evidence may be considered by the 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, Appendix A 1.6 of the National Competition Rules).
2.3.4. Protests must be made in accordance with the National Competition Rules. All judicial procedures will be conducted in conformity with the applicable National Competition Rules.
2.3.5. In race penalties will be issued in accordance with Chapter 18, Appendix 6 of the National Competition Rules, and only where the criteria set out in that Appendix are satisfied.
2.3.6. The race control/CCTV and timekeeping room will be out of bounds for all of the event unless invited by the Clerk of the course. Any competitor, entrant or competitors' team members found to be entering these areas uninvited will be reported to the stewards of the event.
2.3.7 Race control / Camera clerk may also refer incidents witnessed to the clerk of the course and where necessary refer the matter to the Stewards of the Event.
2.3.8. Misdemeanors on a Friday practice may result you missing the following session

Commented [PS1]: Please can you confirm if you are running your Practice under Motorsport UK Permit for 2027? If so, then this is OK

2.4. Driving Standards Penalty Point / TKC Driver Record:

2.4.1 In addition to any penalty imposed under Chapter 2 of the NCR, these Championship Regulations or any Supplementary Regulations, The Kart Championship operates a driving standards penalty points record for each registered Driver, referred to as the TKC Driver Record. Penalty points recorded under this Regulation are separate from, and have no effect upon, any penalty points applied to a Competition Licence under the NCR.
2.4.2 Where the Stewards of the Event impose a penalty for any of the breaches listed below, penalty points shall be added to that Driver's TKC Driver Record as follows:

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Breach	Penalty points
Gaining an unfair advantage (NCR Chapter 2, Annexe A, Article 1.5)	1
Crowding (NCR Chapter 18, Appendix 7, Article 2.5 (e))	2
Causing a collision (NCR Chapter 18, Appendix 7, Article 2.8)	3
Driving in a manner incompatible with general safety (NCR Chapter 2, Appendix 1, Article 1.13)	4
Contravention of flag signals before or after a session (NCR Chapter 2, Appendix 1, Article 1.14)	1
Misbehaviour or Unfair Practice reprimand (NCR Chapter 2, Appendix 1, Article 1.16)	1

2.4.3 Penalty points are recorded per race, whether heat, repechage or final, and accumulate across all Rounds of the Championship season. The TKC Driver Record runs for the season only and resets to zero at the conclusion of the Championship.
2.4.4 The Championship Coordinator shall maintain the TKC Driver Record. Where a Driver and/or Entrant reaches seven (7) points on their TKC Driver Record, the Championship Coordinator shall notify the Entrant in writing, and where the Driver is under 18 the registered Parent or Guardian, of the points held and warning of the consequences set out at 2.4.5. The TKC Driver Record shall also be published alongside the Championship standings.
2.4.5 Where a Driver and/or Entrant reaches ten (10) points on their TKC Driver Record, it shall result in:
a) the automatic application of a specified decision by the Clerk of the Course, without the need for a hearing; and
b) the mandatory application of a twenty five (25) Championship point deduction for the Driver and/or Entrant, applied to their season Championship total.
2.4.6 Following the application of a deduction under 2.4.5, the number of points on that person's TKC Driver Record shall restart at zero for Championship purposes only. Should the Driver and/or Entrant subsequently reach ten (10) points again, 2.4.5 shall apply on each subsequent accumulation.
2.4.7 Where the circumstances of the accumulation warrant it, the Clerk of the Course may refer the matter to the Championship Stewards, who may impose any further penalty available to them under Chapter 2 of the NCR, including but not limited to a further deduction of Championship points, a Round ban, or Championship Exclusion.
2.4.8 A Championship point deduction applied under this Regulation is a deduction from the Driver's and/or Entrant's season Championship total. It is not a deduction from the score of any individual Round, and it shall be applied after the dropped score at 1.5.1 has been calculated. Accordingly the deduction cannot be avoided, reduced or discounted by the dropped score provision. The deduction shall be shown as a separate line in the published Championship standings.
2.4.9 Points added to the TKC Driver Record are not eligible for Protest or Appeal. Rights of

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Protest, Review and Appeal in respect of the underlying on track penalty remain as provided by Chapter 2 of the NCR.

2.4.10 These provisions are implemented on a trial basis for the 2027 Championship season.
2.5. Competitors may not run any form of onboard camera, including helmet cameras, from official Timed Qualifying onwards unless instructed by an official (excluding Sunday morning Warm Up).

3. TECHNICAL REGULATIONS:

3.1. Timing: An 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. Where it may be required to be fitted in a different location on the kart, this 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 timekeeping and/or Chief Scrutineer for any driver, in any official session, without a fitted transponder, where they will impose a fine.
3.1.2. Transponders must be fitted in accordance with the Motorsport UK Karting Yearbook Appendix 5, Section F.2. transponders must not be fitted near/above lead ballast or other materials likely to block the signal.
3.1.3. Cadet MightE and MightE Inter must use a red MYLAPS Car/Bike transponder securely fitted to the rear of the driver's seat.
3.2. Classes: The championship is open to the following classes as defined in the 2027 Motorsport UK Karting Yearbook and in compliance with the 2027 National Competition Rules.
-Bambino MightE
-Honda Cadet 200
-Cadet Rotax Micro
-MightE Cadet
-MightE Inter
-Inter Rotax Mini
-Rotax Junior Primo
-Rotax Junior
-Rotax Senior
-Other classes may be added at the organisers discretion.
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.

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-Drivers whom turn 14 years old in 2027 must be in their first year of racing in a Junior kart championship; for example they must not have competed in a MSUK Junior kart championship such as JKC, UKC or British Championship in 2026 or previous (KX, IKR, arrive and drive, and club level championships do not count)
-Drivers must not have finished in the top 3 overall of any national 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 an 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 2026 Bambino Championship are required to run that number if competing in the 2027 Championship.
3.2.3.1. Seeded numbers/plates in all remaining classes must have been earned in the British Championship, to be run. This includes 'O', 'E', 'GP' etc.
3.2.4. Competitors will be identified by their number plate and must use the number assigned following entry to the event, from the first official practice session. Number plates must be legible when entering the pre grid.

3.3. Scrutineering:

3.3.1. Pre-Practice 'self-declaration' regarding your personal protective equipment (PPE) and its 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 logged within our online scrutineering system. This will be the only method used to check each competitor, unless a system issue forces us to use scrutineering cards, which will be distributed at the event. It is the sole responsibility of the competitor to complete online scrutineering 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 and must be correct. No changes to the scrutineering will be permitted upon commencement of Timed Qualifying for that class; and failure to complete scrutineering within the allocated time stated on the official timetable will be reported to the stewards of the event and may incur a penalty.
3.3.3. The scales and check weights provided for competitors use are deemed to be correct on the day.
3.3.4. Noise is a particular concern at most venues and noise readings will be taken during the meeting. Any kart exceeding the class noise limit (please also refer to any club specific rules on noise limits) will be shown the technical flag and must leave the circuit directly into, and remain in, parc-ferme until permitted to leave by the Chief Scrutineer, who may delegate this function to another official of the meeting.
3.3.5. In addition to 3.3.2, competitors in the MightE classes must enter the MightE seal number and the Championship verification-seal number accurately in the online scrutineering record, alongside the chassis and motor numbers.

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3.4. Tyres:

3.4.1. All new tyres must be purchased via the championship. 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. Only the nominated class tyres may be used. New tyres must remain unused until Timed Qualifying and may not be scrubbed in during practice. The Chief Scrutineer may require replacement tyres at any time if a set is considered unsafe.
3.4.2. Late tyre orders will incur a late fee of £25.00.
All Rotax Competitors will start every event with new race tyres (Bambino, Honda & MightE classes see below); any new unused tyres can be bagged and sealed and carried on to the next event.
Bambino MightE:
One complete set of four LeCont all-weather tyres is registered at Round 1 and carried forward for use, bagged and sealed between events.
At Round 4, every competitor must change to one complete new set of four nominated LeCont all-weather tyres. For the remainder of the season, the competitor may use either the new set or the previously registered set. Both sets remain registered to that competitor and must be bagged and sealed between events. No additional set may be introduced unless authorised by the Chief Scrutineer on safety grounds.
Any new driver joining from Round 3 and 6 onwards will be required to run a championship set of “ran in” tyres that will be used to a similar level to the rest of the grid. These must be purchased as normal through your Alpha account when registering.
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, new drivers may be allowed at championship discretion subject to them being able to use an already registered and sealed set of tyres)
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 (Vega Cadetti slick / Vega WM1 wet):
One new set of Vega Cadetti slick tyres must be fitted at Rounds 1, 3 and 5. Each set is carried over for use at the following even-numbered round and must be bagged and sealed between events.
A competitor joining at Round 2, 4 or 6 will use an eligible set of used slick tyres provided by the championship, or may submit their own eligible used slick tyres for approval and registration.
One new set of Vega WM1 wet tyres must be registered before Round 1. Completely unused wets may be bagged, sealed and carried to the next round. Once used, even for one lap, they cannot be carried forward and a new set must be obtained for the following round.
MightE Inter (red Vega M1 slick / Vega WM1 wet):
One new set of red Vega M1 slick tyres must be fitted at Rounds 1, 3 and 5. Each set is carried over for use at the following even-numbered round and must be bagged and sealed between events.
A competitor joining at Round 2, 4 or 6 will use an eligible set of used slick tyres provided by the

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championship, or may submit their own eligible used slick tyres for approval and registration. One new set of Vega WM1 wet tyres must be registered before Round 1. Completely unused wets may be bagged, sealed and carried to the next round. Once used, even for one lap, they cannot be carried forward and a new set must be obtained for the following round.

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 Clerk of the course 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.

3.4.4. Event officials reserve the right to parc-ferme any race tyres at any time. Anyone found to be leaving Parc Ferme with their controlled tyres will be reported to the stewards where they will remove the set of tyres from the event. Only the tyres remaining in parc ferme will be permitted for use for the remainder of the event. The only exception to this is if an official of the meeting has the tyres in view 100% of the time whilst outside of parc-ferme and is willing to put a statement into the stewards.

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 axle 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.

3.6.2. Where controlled fuel is in operation, only fuel purchased from the nominated fuel station stated in the Supplementary Regulations for that event may be used. 95 RON standard or 99 RON super unleaded petrol can be used, but the two fuels can not be mixed; either standard unleaded only or super unleaded only may be used. The scrutineer will collect a sample of both fuel types and may check against the fuel being used in any competitors fuel tank at any time.

3.7. Controlled Components:

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3.7.1. The Championship may at any time 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.
3.7.1.1. At the request of the championship, any competitor positioned within the top five of Bambino MightE, MightE Cadet or MightE Inter may be required to use a pooled motor at any time during a race weekend. The pooled motor may be issued before practice, qualifying, a heat, super heat or final and must be used exactly as supplied.
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 any way 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 Officials for each Event, 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 2027 Championship. This will be announced in the event Supplementary Regulations or via bulletin.
3.7.4. The Technical Officials for each Event may parc ferme any part during the event at any time.

3.7.5. MightE Motors:

The Technical Officials for each Event, in conjunction with the Chief Scrutineer, may place any part under parc fermé conditions at any time during the Event.
3.7.5. MightE Motors
3.7.5.1. Motor sealing and dyno checks
(a) All motors for Bambino MightE, MightE Cadet and MightE Inter will be dyno checked and sealed by MightE for 2027. Every eligible motor must carry a gold 2027 MightE seal, which must be present on the motor at all times.
(b) Competitors should allow up to 14 days for the check and reseal process. Competitors are requested to ship motors by 1 March 2027 at the latest to avoid missing the first round.
(c) The published check/reseal fees are £195 for Bambino and £225 for Cadet and Inter, including the stated collection and return service when pre-booked through MightE. A discounted fee may be offered for motors submitted for dyno checking in January.
(d) Bambino, Cadet and Inter motors may be recalled for a further service, check or dyno test after Round 3, as communicated in the Event Final Instructions. A further fee of £195 for Bambino and £225 for Cadet and Inter is payable.

3.7.5.2. Protest of another MightE motor

A Competitor who has reasonable grounds to believe another Competitor's MightE motor does not comply with the applicable technical regulations may lodge a Technical Eligibility Protest.

All such protests must follow Chapter 2, Appendix 9 of the Motorsport UK National Competition Rules, including the examination procedure in Article 2 and the relevant Motorsport UK Technical Eligibility Protest paperwork. All applicable NCR protest fees, undertakings, examination deposits and costs apply.

The following provisions describe the Championship handling process and do not replace or override the NCR. In the event of any conflict, the NCR shall prevail.

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(a) The protest must be made in writing, signed by the Protestor and contain the information required by the NCR. The relevant Motorsport UK Technical Eligibility Protest paperwork must be completed. Any MightE motor protest form is supplementary and shall not replace the NCR requirements or delay the lodging of a protest.

(b) The protest must be lodged with the Event Secretary, Clerk of the Course or their Deputies, together with the undertaking to pay the applicable NCR protest fee and any other requirements prescribed by the NCR. The Clerk of the Course or Stewards, as applicable, shall be notified immediately.

(c) Protests must be lodged within the time limits for Technical Eligibility Protests in NCR Chapter 2, Appendix 9, Article 1.14(b). These requirements apply to protests arising before, during or after the relevant class Final. There is no separate pre-Final deadline under these Championship Regulations.

(d) The Chief Scrutineer shall record the protested motor's identification and all applied seal numbers. Any continued participation shall be subject to the NCR sealing and examination requirements. No work or alteration may be made to a sealed motor except as authorised under the NCR. Where the motor continues to be used pending subsequent examination, the relevant results shall remain provisional until adjudication is complete, including any appeals.

(e) The motor must be made available to the Chief Scrutineer as directed by the relevant Judicial Official. Inspection and any dyno testing shall use the championship-nominated facility, which may be Darren Robinson's dyno or the MightE dyno. Where available and practicable, testing may take place on site on the same day under the supervision of the appointed Technical Officials. Where subsequent examination is required, the motor shall be sealed, retained and transferred in accordance with the NCR. Examination shall comply with Chapter 2, Appendix 9, Article 2, including the requirements concerning the presence of the Protestee or their representative.

(f) The examining Scrutineers shall assess technical compliance and report their findings in writing to the relevant Judicial Official in accordance with the NCR.

(g) The protest shall be adjudicated, and any penalty imposed, by the relevant Judicial Official in accordance with the NCR. Rights of Protest, Review and Appeal remain as provided by Chapter 2 of the NCR.

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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 may be 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 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 The Kart Championship 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. 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 who may impose a penalty, which includes Disqualification from the event and eviction from the venue. The Championship Stewards also have discretion to revoke your championship registration.
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.

5. EVENT ENTRIES, SIGNING ON AND SCRUTINEERING

The following regulations apply at every round. The entry fee, the entry opening and closing dates, and the minimum entry for each class at an individual event are stated in the Supplementary Regulations for that event.
5.1. Entries must be submitted through the online entry system via The Kart Championship website. Entries must be accompanied with the correct fee.
5.1.1. It is the competitor's responsibility to ensure the entry is submitted on time and all required details are completed to a satisfactory standard, including uploading photos of the front and back of the drivers race licence for the current year. Entry to the event may be refused if details are not complete and/or the fee is not received.
5.1.2. For any queries with entries, please email the competition secretary at compsec@thekartchampionship.co.uk
5.2. Signing-On and Scrutineering times will be included in the Timetable and Official Documents for each event.
5.2.1. It is imperative that competitors adhere to the times allocated to avoid undue delays. If any competitor fails to sign on, attend drivers briefing or complete scrutineering in the allocated time, they may be reported to the Clerk of the course and/or Stewards of the Meeting who may impose a penalty. This could include missing a practice, timed qualifying or race session. Any driver not signed on will not be permitted onto the circuit.
5.2.2. If it is anticipated that a competitor will be unable to make the allocated times for exceptional and valid reasons, they should advise the Championship Co-Ordinator who, following liaison with the Clerk of the course, may make alternative arrangements. If it is not possible, regulation 5.2.1 above applies.

6. OFFICIAL COMMUNICATIONS AND RESULTS

6.1. The timetable for the weekend and all official documents will be published on the official noticeboard at bkc.alphatiming.co.uk/noticeboard
6.2. Provisional results will be published as soon as possible after each timed qualifying, heat, repechage (if any) and final.
6.3. It is the competitor's responsibility to join their class WhatsApp group and to read all documentation and notices regularly on the official noticeboard and within the Race Hub App by Alpha Timing. Drivers required by the stewards will be notified via the class WhatsApp group

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and/or Racehub.
6.4. Results published during the weekend will be online via The Kart Championship by Alpha Timing. These results will remain provisional until confirmed as official results by the Timekeeper.
6.5. Any changes to the timetable will be posted on the official notice board and announced over tannoy and/or via text message directly to the competitor. It is the competitor's responsibility to ensure they are aware of any changes.

7. JUDGES OF FACT

The nominated officials are Judges of Fact in respect of the following and will be confirmed by name in the Officials List and/or Event Bulletin for each event:
(a) For vehicle eligibility: the Chief Scrutineer and Technical Commissioner;
(b) For noise readings: the Environmental Scrutineer;
(c) For number of laps completed: the Timekeepers;
(d) For first across the line: the Timekeepers;
(e) For race starts: the Starter and Assistant Starter;
(f) For track limits: all Clerks and Observers, who may at their discretion use any camera facilities officially at their disposal;
(g) For front fairing infringements: the Chief Scrutineer and/or his assistants;
(h) For pre grid and/or start grid infringements: all Clerks and Grid Officials;
(i) For in race penalties: the Head of Race Control.

8. RACE PROCEDURE

8.1. Race Start and Stoppages:

8.1.1. Race starts and stoppages will be as per the current National Competition Rules.
8.1.2. Pole position election: in accordance with Ch 18 App 5 Art 1.17, pole position drivers are able to elect to change their grid position to the left or right side of the grid (track dependent). The Race Director/Clerk of the Course must be notified on the pole position notice form as soon as the driver reaches the 'Pre-Grid'. This form must be signed by both the driver and the entrant, or PG licence holder where there is no entrant. Note, any such election will only modify the first row. Where a circuit mandates a fixed pole position side, this will be stated in the Supplementary Regulations for that event.

8.2. Drivers Briefing:

8.2.1. It is mandatory for all drivers, team managers and/or PG's to attend the drivers briefing. Anyone failing to do so will be reported to the Stewards of the event. All drivers participating in Friday testing must attend the Friday briefing on the timetable.

8.3. Tyre Declaration:

8.3.1. The Race Director/Clerk of the Course will declare the meeting DRY, OPEN or WET.
8.3.1.1. If the meeting is declared DRY, only SLICK tyres can be used.
8.3.1.2. If the meeting is declared OPEN, SLICK or WET tyres can be used.
8.3.1.3. If the meeting is declared WET, only WET tyres can be used.

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8.4. Pre Grid:

8.4.1. Upon entry to the pre grid the kart must be positioned on their grid position or as directed by the relevant officials.
8.4.2. Adjustments other than tyre pressures (which can NOT be increased) are prohibited once on the pre grid. Karts must arrive to the pre-grid 'Ready to Race'. The use of tools on the pre grid is not permitted, other than for releasing tyre pressure (downwards only).
8.4.2.1. Should any adjustment(s) be necessary the kart must be returned to the service park, but only before closure of access to the pre grid. In exceptional circumstances only, the Grid Official, after receiving authorisation from the Clerk of the course, may allow a competitor to return to the service park after the gate is closed. If this occurs, the Clerk of the course will notify the stewards and provide a reason to the stewards of the event.
8.4.3. Engines may be started in the designated area only, for a maximum of 5 seconds. Officials will report anyone abusing this regulation to the Clerk of the course who may report the competitor to the Stewards of the event.
8.4.4. Mechanics must leave the pre grid when instructed to do so by the grid official; this is usually by way of a whistle blow and/or a 1 or 2 minute board shown.
8.4.5. Mechanics must NOT do the following on the pre grid:
8.4.5.1. Lift the rear of the kart and rev the engine.
8.4.5.2. Push their kart out with, but not limited to, their feet or hands to get the kart out. Drivers must drive away from their grid slot unaided.
8.4.5.3. Continuously get their driver to drive towards them and push them back, mainly to warm the engine/clutch.
8.4.5.4. A breach of regulation 8.4.5 may result in a penalty of up to a maximum of 1 lap, at the discretion of the Stewards.
8.4.6. Any driver or mechanic believed to be impeding another competitor will be reported to the Clerk of the course, who will investigate and may pass the matter to the Stewards of the Event who may impose a penalty.
8.4.7. For the start of all sessions, drivers must adhere to the instructions given at drivers briefing with regards to when to leave the pre grid and enter the circuit.

8.5. Engine Running in the Paddock:

8.5.1. The starting or running of engines in your paddock area is not permitted. Engines may only be started and run in the nominated areas stated in the final instructions, where a quick fire up is permitted and there is to be no revving.
8.5.1.1. The club may impose a fine of up to £50.00 for failing to comply for the first offence;
8.5.1.2. Any further offences may lead to disqualification from the event;
8.5.1.3. Excessive revving of engines is not permitted and the maximum engine running time is 5 seconds in the designated area.
8.5.2. The running/starting of engines is NOT permitted between the hours of 8pm and 8am.

8.6. Outside Assistance:

8.6.1. From the moment a session starts, outside assistance to a driver on the circuit is prohibited other than by an official, in accordance with Chapter 18, Appendix 7, Article 1.15 of the National Competition Rules. This includes having parts repaired or fitted, or the kart being restarted, turned, lifted, pushed or otherwise returned to the circuit by a parent, mechanic, team

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member or spectator.
8.6.2. A driver who receives outside assistance from a non official will be reported to the Clerk of the Course and may be excluded from the results of that session.
8.6.3. Where a kart stops on the circuit, the normal action is recovery of the driver and kart to a place of safety. However, a track official may assist in returning a kart to circuit if safe to do so.
8.6.3.1. In Bambino MightE and the Cadet classes only, a marshal or official may return a driver to the circuit where leaving that driver to recover unaided would expose the driver or any other person to an immediate risk of injury. This is a safety intervention of last resort. It is not a service provided to those classes and will be rare.
8.6.4. No driver, entrant, parent, mechanic, team member or spectator may request, signal for or expect assistance under 8.6.3 or 8.6.3.1. Doing so places no obligation on any official to provide it.
8.6.5. Assistance under 8.6.3 is limited to making the driver and kart safe and, where it is safe to do so, releasing the driver back onto the circuit. It does not extend to any repair, adjustment, component change or restart of a kart that has stopped for mechanical reasons.
8.6.6. The decision whether to assist under 8.6.3 rests solely with the marshal or official at the scene, judged on the circumstances of that incident alone. Neither a decision to assist nor a decision not to assist is grounds for protest, and no consistency of treatment between separate incidents is implied or available as an argument.

9. PADDOCK, VENUE AND HEALTH & SAFETY

The following regulations apply at every round. Circuit access times and any venue-specific additional regulations are stated in the Supplementary Regulations for that event.

9.1. Paddock and Venue Access:

9.1.1. Paddock/Pit areas will be assigned pre event by the venue and the paddock plan should be adhered to at all times. See circuit staff before parking up.
9.1.2. Under NO circumstances is the pegging down of awnings or breaking of the paddock tarmac permitted. If this occurs, you shall be liable for the cost of all repairs.
9.1.3. A Paddock Manager will be appointed for each event and named in the Officials List. The instructions of the Paddock Manager must be followed at all times; any breach may be reported to the Stewards of the Event.
9.1.4. Parking of cars, caravans and motorhomes is not permitted in the paddock area and must be in the designated car parking area.
9.1.5. Only drivers holding a full RTA licence and who are insured for the vehicle are permitted to drive within the confines of the facility. You may be required to produce evidence of ownership and RTA licence by any official of the meeting or designated person. Failure to produce on request will be treated as a breach of the National Competition Rules.
9.1.6. Paddock speed limits are 5mph.
9.1.7. All access lanes in the paddock area must always be kept clear in case of the need for emergency vehicle access.
9.1.8. All generators must be switched off by 11pm and not switched on again until 7am the next day.

9.2. Health and Safety:

9.2.1. At all times whilst in the confines of the venue, competitors should comply with the circuit Health and Safety guidance notes available on the official notice board of the venue. Please

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also refer to the Kart Paddock Safety document available on the Motorsport UK website.
9.2.2. Smoking or vaping/electronic cigarettes on the dummy grid, circuit or parc ferme is strictly prohibited.
9.2.3. Competitors and teams are responsible for removal of all waste from their paddock area including, but not limited to, tyres and fuel drums/cans. Domestic rubbish must be placed in the bins provided. Tyres identified to an entrant and removed by the organisers shall be subject to an environmental charge for disposal, which must be paid prior to the next event entered and/or on demand of Motorsport UK.
9.2.4. Stepladders or temporary structures used for viewing adjacent to the circuit perimeter are prohibited.
9.2.4.1. The roof, tailgate, bonnet, trailer or any other part of a vehicle must not be used as a viewing platform unless it is a purpose built viewing area fitted with properly fixed safety railings. Temporary structures erected on or against a vehicle for viewing are prohibited.
9.2.5. Children must be supervised by an adult at all times whilst in the venue confines.
9.2.6. Fire extinguishers provided by teams and competitors are mandatory as per Motorsport UK Karting Yearbook Appendix 4, Section B.12.

9.3. Conduct at the Venue:

9.3.1. No push bikes, skates, skateboards, scooters, boards or ball games are permitted within the confines of the track and surrounding enclosures during the event. Any such item may be confiscated and a fine of £100.00 imposed.
9.3.2. Motorised or electric scooters, boards or mopeds are not permitted at any time, unless proven to have valid insurance and written authority from the meeting organisers.
9.3.3. Any driver, or persons connected with a driver, found to have caused damage to any property or surrounding areas at the venue may be banned from the venue, disqualified from the event and removed from the Championship. Other penalties may be applied at the discretion of the championship organizers. This also applies to anyone trespassing on surrounding areas.
9.3.4. All championship, club and track officials' instructions must be adhered to at all times. This includes the parking up of your vehicle(s) and awnings.

9.4. Safeguarding and Behaviour:

9.4.1. Motorsport UK Regulations, policies and procedures in respect of safeguarding; behaviour generally; social media; alcohol and illicit drugs apply throughout every event venue and are applicable to all persons present, however connected to an entry at or to do with the event. Any and all breaches of the applicable regulations and policies will result in disciplinary action being taken and may lead to removal from the venue / event.
9.4.2. Any person who has a concern regarding regulation 9.4.1 at any time at an event or venue should immediately report the matter to the Safeguarding Officer and/or the Event Secretary. They can be reached at safeguarding@thekartchampionship.co.uk and compsec@thekartchampionship.co.uk

Name: Joe Milward
Signed:
Date Published: **23/10/2026**

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