

ULTIMATE KARTING CHAMPIONSHIP (IKR) – SPORTING REGULATIONS 2020

The 2020 Ultimate karting championship (UKC) is strictly an IKR race series organised and administered on behalf of UKC GLOBAL LTD.

We expect all entrants to behave in a sporting manner and respect that the main objectives are to provide a fun, exciting & safe event.

Anyone wishing to participate in the UKC, should do so in the knowledge that they will be featured on the official Television broadcasting of the event.

The Championship will be for the following established kart race classes: IAME M1 Bambino, IAME Super cadet, IAME X30 Mini X, IAME X30 Junior, IAME X30 Senior, Rotax Max, Rotax Junior Max and Rotax Mini Max Honda Cadet.

For the avoidance of doubt UKC GLOBAL LTD does not claim any right in the above names or styles and acknowledges that it does not claim any copyright howsoever related to them and uses them and / or any reference to their related technical Regulations purely for descriptive related purposes necessary for these sporting and technical regulations.

OFFICIALS

Co-ordinators: Mr Paul Phelan & Miss Sonia Javed

Eligibility Scrutineer: Mr Gary Walker, Mr Darren Clarke

Championship Stewards: Sam Hough & James Tunnicliffe

Championship Race Directors are: John Goldthorpe & Amanda Goldthorpe

Child Safeguarding Officer is Lona Jones

COMPETITOR ELIGIBILITY

1.1

Competitors under the age of 18 must be accompanied by a parent or guardian who must sign on as Entrant of that competitor. That person must remain at the event throughout. If the legal guardian or parent of the driver is not present then a signed letter assigning responsibility to another (who must be aged over 18 and produce suitable government form evidence of identity must be presented)

1.2

Drivers will be eligible for 1 guest round if they have not entered the championship in full, however they will not score championship points. If a driver chooses to enter the championship in full after their guest round, then their points scored will be added. The championship entry must be made with 48 hours of the event closing.

1.3

Entrants must have track experience in owner-driver karting and must be able to prove this if required via previous event results. If you have less than 3 races experience, you will be classified as a novice driver. You will then be required to start each heat race at the back of the grid. You must declare to the championship organisers that you are a novice prior to the event as checks will be made.

1.4

All competitors for the Championship must register on-line. If all available places are taken, reserves will be listed in the order received. The Championship registration fee is £120 and must be completed on-line. Registrations are non-refundable for any reason.

1.5

All registered entrants become members of the ULTIMATE KARTING CHAMPIONSHIP. Their membership number is their class and registered competition number which is stated on your UKC race license.

1.6

All necessary documentation must be presented for checking at all rounds including parent / guardian identity when signing on. Driver details will be held on a ULTIMATE KARTING CHAMPIONSHIP Database and will be subject to the provisions of the Data Protection Act 2018, and as per the ULTIMATE KARTING CHAMPIONSHIP Privacy Policy

1.7

Registration numbers will be the permanent competition numbers for the Championship.

1.8

All drivers shall demonstrate their driving ability to the satisfaction of the race officials during the mandatory practice period before being fully allowed to compete. The director of Competition has the authority to remove an entrant from competing at an event.

Any driver who cannot maintain a speed within 107% of the fastest time recorded in each of the mandated timed practice sessions may be subject to removal. In such cases, the entry fee may be refunded in whole or in part at the sole discretion of the track officials. The intent is not to ban a driver but to ensure the safety of all drivers.

1.9

All competition drivers must hold a current UKC competition License. Only UKC licensed drivers will accrue competition points. All points shall be contingent upon the driver being licensed in the current year as well as being held in "Good Standing" for the current year

1.10

The minimum age to compete in a UKC event depends on the class in which the driver desires to compete. A driver's competition age shall be determined by the age to be attained during that racing year. For example, A driver turning 10 by December 31st of the racing year may race within the designated class requiring age 10 at any time during that year.

1.11

Competitors are prohibited from participating in any UKC event if their physical or mental condition makes it unsafe to do so. This restriction applies to practice sessions as well as competition. Medical conditions include persons on medications that may impair their physical or mental acuity, persons with weakened physical conditions or persons under a doctor's care for physical or mental illness.

1.12

No competitor, or team member or other related persons shall be allowed within the confines of a UKC event while under the influence of any substances commonly considered to be mind or mood-altering. Any person suspected to be under such influence is subject to immediate ejection from the premises. Any licensed competitor or UKC member considered to be under such influence is also subject to an immediate and permanent ban from the organisation. All drivers are responsible for the conduct of their family and friends. The use of alcoholic beverages is prohibited during any UKC event.

After the event is declared concluded for the day, track/facility rules and local laws governing the use of alcohol shall apply.

COMPETITOR OBLIGATIONS

2.1

It is mandatory for all competitors, (and reminded that if a minor they must be accompanied by the parent / appointed legal guardian) to attend all drivers' briefings arranged by the Race Director.

2.2

ALL competitors are obliged to collect their awards personally, in the case of the first three in each class must collect their awards personally; all other competitors must collect their awards personally or nominate a third party to collect their award on their behalf.

2.3

To provide & ensure a transponder is fitted to your kart as per regulation.

All competitors must provide their own **MYLAPS transponder** and ensure it is charged and securely fitted prior to all races.

2.4

All Competitors and entrants if under 18 must attend drivers briefing at all events. Failure to do so will result in penalties.

2.5

Competitors will be required to display Championship sponsors' stickers, which will be provided, on their karts, helmets and visors.

2.6

Competitors and their team support personnel must at all times present themselves in a professional and polite manner and be attired smartly. Vulgar or abusive language will not be tolerated.

2.7

All competitors must participate in a Championship Drivers' Parade at each meeting if requested. The exact time will be in the race program.

2.8

Competitors may be required to take part in further Championship promotional activities at the rounds or the prize giving.

2.9

Competitors may be required to carry an onboard camera on their kart on behalf of the TV production company at any time during the meeting

2.10

Competitors should note that at some circuits' caravans and motor homes might be placed in a separate area and not allowed in the pits. Pit space is limited and competitors must park in a sensible and orderly fashion or where instructed by the organising club or officials.

2.11

Pit Spaces may be booked in advance through the UKC

If requested to move by the Track organisers or a UKC staff member, competitors will do so. Failure to move on request may result in exclusion from the meeting.

2.12

If requested recordings from the onboard camera must be made available to the organisers for judicial purposes and the television producer for their use. By countersigning as entrants of minors they agree that they have no objection to still or moving images being taken of the driver or team personnel undertaking their sporting activities. By entering the series the Driver and Entrant/Driver understands that the series is filmed for television broadcast, distribution by other forms of electronic media exposure, including internet streaming and by still images. UKC GLOBAL LTD, Producers and authorised photographers retain copyright over any and all images gathered, which may be used by the series and other media companies at any time in the future. By entering the series, you agree to make your driver/yourself available for interviews and other media purposes as requested by the film crew from time to time. The Producer/Editor and UKC GLOBAL LTD retains the right to use the images gathered of anybody in the paddock within the final edited programme, in any way that the Editor decides has merit and in order to support a programme feature, racing incident or storyline. By entering you agree not to withhold any rights to such use at any time before filming, or after any filming/editing has taken place.

2.13

FIRE EXTINGUISHERS: All drivers must have present at race meetings a fire extinguisher to current BSEN3 or EN3 standard with a minimum 55B rating. Fire extinguishers must be kept at the entrance to the competitors pit space at all times. It is recommended that competitors with enclosed awnings have a minimum of a 2kg foam or powder extinguisher, and if more than one private competitor is sharing the awning then a minimum of two 2kg extinguishers be available. Commercial enterprises should be aware of Health and Safety at Work legislation and provide a minimum of two 6kg foam or powder extinguishers to be placed at the entrance(s) of the awning.

REGISTRATION

3.0

All drivers must bring your UKC license/driver pass to be presented for checking at all rounds when signing-on.

3.1

Registration should be made on the appropriate form, via the official UKC website and you must be a member of the UKC.

2.2

Championship registration fee is £120

Race registrations fee is £145

2.3

Each class is limited to 34 drivers in each class. Individual race entries should be made on the UKC race entry forms found on the UKC official website. Please make sure your entry is in with the correct fee at least 20 days before the race date. This is your responsibility to ensure your place on the grid in good time.

2.4

All drivers shall sign a waiver and release of liability before participating in any UKC event. The entrant and/or driver, in submitting the entry form for any UKC event, agrees to hold UKC, together with its owners, officers, representatives, employees and members, harmless from any and all liability. This includes, but is not limited to: injury to persons, property, employees and/or reputation that may be sustained by the said entrant.

RACING PROCEEDINGS

3.0

Competitors will have 3 heat races to determine the starting positions for the pre- final. The pre-final results will determine your starting position for the Super final. Each class is capped at 34 drivers meaning all drivers will feature in the pre-finals and the super finals. Any drivers wishing to take part once the class is full at 34, will be assigned to the reserve list. A driver in the reserve list will be notified if and when spaces become available prior to each round. The organiser reserve the right to reduce the number of laps due to time or light. Saturday morning will consist of two/ three official practice sessions depending on timing proceeded by scrutineering. Saturday afternoon will start with heat 1 followed by heat 2 to round out the day's proceedings. Super Sunday will commence with 3 lap warm-up, moving into heat 3, pre-finals and closing the event with the super finals.

3.1

All races will be a rolling start with the exception of Honda cadet where a grid start will be applied.

3.2

INCIDENT MARSHALS, BREAKDOWNS & REPAIRS: Additional incident officials (pushers) will be provided by ULTIMATE KARTING CHAMPIONSHIP. Parents and guardians are not permitted to enter the race track after the race has started. Note that marshals are instructed to remain in their posts during racing or practice and it is the competitor's responsibility if able and safe to do so to remove their kart to a place of safety, otherwise the Race Director or their deputy will make suitable arrangements, at all times ensuring the safety of the driver and officials. It is not permitted to make or attempt repairs on the circuit. Note that some circuits have a pit repair area which will be designated in the drivers briefing.

3.3

Entry to Parc Ferme will be only allowed to Pass Holders of the class currently preparing to compete. Other competitors wishing to gain access must seek permission from the chief scrutineer or his designated deputy. A pass per competitor will be issued at their first meeting. They will at all times remain the property of ULTIMATE KARTING but will become the competitor's responsibility. A lost pass may be replaced by a Temporary pass.

3.4

Approximately 15 minutes prior to a Heats/Race start the Pre-Race assembly area will open. This area will contain a clock showing the official meeting time. Karts will be taken into the area with only the driver and one mechanic who must both show passes to the gate marshal. If the pass is not shown then access will not be granted. Mechanics supporting one or more drivers is permitted (only one mechanic per kart)

3.5

Karts may proceed onto the dummy grid (providing it is clear and ready to accept the next grid of competitors) whenever they feel that they are ready. No adjustments except to tyre pressures (additional air cannot be added) will be allowed on the Dummy Grid.

3.6

Approximately 2 minutes to race time the gate to the dummy grid and the tyre distribution will close. Any kart or driver who has not left the Pre-Race assembly area before the gate is closed will not be permitted to take part in the or will be placed at the rear of the grid for a race. If more than 1 driver does not make the gate they will be placed at the rear of the grid in order of Heat result. No additional alterations may be made to the kart except to fit the tyres.

3.7

Once the kart has entered the dummy grid area the driver/mechanic must position it on to their grid position or as directed by the grid marshal. Once again it should be emphasised that no adjustments except to tyre pressures (additional air cannot be added) will be allowed. Any infringement of this rule will result in the competitor not being allowed to compete in the Heats or will be placed at the rear of the grid for a race.

Should a competitor wish to make further adjustments then he may return to the Pre-Race assembly area (if it is not closed) you may then be going of the back of the grid.

3.8

At the end of the race the karts will be directed into a Post Race Area.

3.9

Any driver/mechanic impeding another competitor in any part will be reported to the Race Directors who will hold a hearing and may impose an appropriate penalty. It should be noted that any change to the timetable that arises for whatever reason will be advised to the competitors by tannoy or other method.

3.10

In the case of a meeting state being changed from either Wet or Dry prior to the grid departing, an appropriate amount of time will be allowed for the driver/mechanic to change their tyre choice. The Race Director will make a decision on how long is permitted and advise all competitors for the race of his decision and the revised time of race start.

Competitors will be either in the Pre-Race assembly area or will return there from the Dummy Grid. A new race time will be announced and the procedure will be followed. It should be emphasised that if the meeting is running as an Open Meeting then no additional time will be allowed. Only one kart is allowed in the Parc Ferme area.

3.11

The maximum grid will not exceed 34 for Heats or race sessions.

3.12

The grid positions for the Final 1 will be decided by the Heats

SCRUTINEERING

4.1

All competitors must complete a scrutineering form before they enter the track for practice or race. You will collect your scrutineering card during the signing on procedure. You must complete all items on the form and certify the kart is safe and maintained throughout the duration of the event.

4.2

ALL competitors will be given a race scrutineering card, which they have sole responsibility to fill in correctly and hand to the scrutineer at pre-race scrutineering. This card must contain the following information: Drivers name, class and race number. The chassis unique number(s), and the chassis manufacturer. Each engine's unique number and the manufacturer and model number. If any are changed for the Sunday round after the Saturday round application must be made to the Chief Scrutineer to change the card.

Where seals are used to seal chassis & engines, the seal numbers must be written alongside the individual engine and chassis numbers on the scrutineering card and must be correct. The card must be signed by the driver and in the case of drivers under 18 also their entrant. It is stressed once more that both the completion and handing in of this card is the sole responsibility of the competitor.

4.3

It is the driver entrant's responsibility to present your kart and certify all items on your card have been competed, verified and will be maintained throughout the duration of the event, at all times. These cards will be the only method used to check that each competitor is using at all times the equipment declared and presented by him/her at pre-race scrutineering.

4.4

Should it be found that the chassis, engines or seals do not comply with the above requirements, or that the tyre markings or barcodes, are missing or incorrect, it will be considered to be a matter of fact for which there will be no appeal. It is the responsibility of the competitor to ensure that a seal or mark is not missing or damaged. No seal can be replaced if the kart has left parc ferme. The Race Director will hold a hearing and the minimum penalty may be exclusion from that race or timed qualifying session.

4.5

Post Race Scrutineering will take place after each heat, pre final and Final. All results are deemed provisional until all karts are released by the Series Scrutineer, or any person designated to do so in his absence, and/or after completion of any Judicial or Technical procedures, including the testing of fuel, checking of engines and tyres which may take several days.

4.6

After heats or any race all drivers must go to the Parc Ferme area. Any driver and kart directed or requested by an official to go into the weighing/srutineering area, should not leave this area without the specific permission or instruction of the Series Scrutineer, or any person designated to do so in his absence. In the case of drivers under 18 years of age, we would suggest the entrant satisfy himself or herself that this permission has been given.

4.7

The minimum penalty for any driver or kart leaving this area without permission will be exclusion from the race/timed qualifying.

4.8

No person or persons, other than the driver may enter the weighing/scrutineering area, until instructed to do so by a scrutineer. Failure to comply could result in judicial action being taken against their driver.

4.9

Engines or chassis may be sealed at any time, and you may be requested to fit special nuts to your equipment for this purpose. This does not preclude the Scrutineer's right to fully dismantle the engine or components if required.

4.10

Any time during the meeting you may be requested by the Eligibility Scrutineer to remove any component from your engine or kart, including any engine or exhaust restrictor, which will be sealed and held by the scrutineer, and replace it with a standard homologated unit, that will be given to you by the scrutineer, for use for the remainder of the meeting. The said unit is to be returned in good working order at the finish of the meeting, when your unit will be returned, unless it is impounded by the scrutineer for testing.

CHAMPIONSHIP ROUNDS

5.0

The 4 rounds of the UKC Series dates will be issued via the UKC official website. Date and venue of year-end championship presentation dinner T.B.A. The organiser reserve the right to change any date due to unforeseen circumstances.

5.1

Grid positions will be determined by ballot/receipt of entry in a fair procedure that will ensure the starting positions for each of your heats will be equal/fair to your competitors. Heats must be a minimum of 8 laps / 8 minutes. Finals a minimum of 15 laps or fifteen minutes if timed. (Unless shortened for reasons issued by the clerk of the course) Pre final results will determine the starting position for the Super Final. Championship points are as follows:

Heats

1st 10
2nd 9
3rd 8
4th 7
5th 6
6th 5
7th 4
8th 3
9th 2
10th 1

Pre Final points

1st 20
2nd 18
3rd 17
4th 16
5th 15
6th 14
7th 13
8th 12
9th 11
10th 10
11th 9
12th 8
13th 7
14th 6
15th 5
16th 4
17th 3
18th 2
19th 1

Super Final points

1st 25
2nd 22
3rd 18
4th 16
5th 15

6th 14
7th 13
8th 12
9th 11
10th 10
11th 9
12th 8
13th 7
14th 6
15th 5
16th 4
17th 3
18th 2
19th 1

5.2

2 points given for Super final pole position and 1 point for the fastest lap of the day in your class.

Dropped scores

Each competitor must drop their worst heat score, worst pre final score and worst Super final score from the entire championship. Zero points score can be dropped and 1 no show attendance may also be dropped.

5.3

There will be a privateer award for the highest placed driver in the finals. One in each class awarded to a driver who has registered as a privateer and remains a privateer for all rounds to date. A privateer is an entrant that is not with a team and not receiving support from a team. Definition of a team is a commercial race company or racing team whether registered as of limited liability or any other type of legal person/entity in any jurisdiction hosting drivers in providing race services or covered accommodation in for the purposes of the Championship.

5.4

In the event of any meeting being cancelled outside of our control, the round will be classed as void, therefore, reducing the total rounds by one. If a meeting has to be abandoned after all heats have been run due to weather conditions, points will be awarded for the relevant final grid positions and all bonus points will be dropped including bonus points for any meeting that is cancelled. If a round is cancelled the overall championship will reduce by same. The championship must complete more than 75% for a champion to be declared. All drivers in the finals will receive points as listed, including a non-finish and non-compliance. However, penalty points will be applied and deducted from these scores.

5.5

The UKC will use number 11 – 300 and can be selected by the driver on entry to the championship. These registered numbers will stay the same throughout the championship. Letter plates are not to be used. You must submit your first choice number and second choice number in case a competitor has made the same number selection prior to your registration. Number 1-10 are reserved for the championship final standings. If you finish 1st-10th at the end of season championship standings, you have the sole right to use this number for the following season.

5.6

To resolve points ties, the driver with the most number of final wins will be awarded the result. In the event this is still tied, the driver with highest finishing positions from the last round. In the event of two or more drivers recording the same fastest lap in the final, both will receive the additional points.

AWARDS

6.0

Trophies and prizes provided by the series partners will be awarded to the top 3 finishers in the Super Final. All awards will be presented at the presentation half an hour after the final results have been posted. All awards and cash prizes must be accepted personally.

6.1

Championship trophies will be awarded to the overall class winner in each class. Any overall series awards other than trophies are subject to the generosity of the series sponsors.

6.2

Special prizes may be awarded at each round by the sponsors of the championship. Further awards will be awarded at the presentation dinner at the end of the year.

6.3

Trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Prize money and bonuses shall be presented to the entrants within 7 days of the results being declared final after each round.

6.4

All competitors are obliged to collect their awards personally, the first three in each class must collect their awards personally, all other competitors must collect their awards personally or nominate a third party to collect their award on their behalf. In some cases, if awards are not collected, then they will be forfeit.

6.5

Entertainment Tax Liability In accordance with current government legislation, the UKC 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 organiser, 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 application for such an arrangement must be made in writing and no later than 30 days before the payment is due. For further information contact HMRC Personal Tax international, foreign Entertainers

6.6

Title to all trophies 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 UKC Series in good condition within 30 days.

SPORTING REGULATIONS

7.0

By registering for the Championship all competitors, and their associates, commit and agree to positively promote and demonstrate the racing code. Where any reports of disrespectful conduct are judged to be well-founded the championship organisers may issue warnings or require remedial actions and/or report the matter to the championship stewards who may impose appropriate penalties which can include loss of championship points and/or race bans through to championship expulsion.

7.1

It is mandatory for all competitors, (and reminded that if a minor they must be accompanied by the parent / appointed legal guardian) to attend all drivers' briefings arranged by the Race Director.

7.2

Time place or lap time penalties may be imposed for the below reasons:

- Gaining an unfair advantage
- driving in a manner incompatible with general safety
- Aggravated contact
- Ignoring flag any signals
- Incorrect position front fairing

Race exclusion may be imposed for the below reasons:

- Intentionally reattaching the front fairing after the chequered flag
- Abusive language, behaviour or assault
- Failure to attend the drivers briefing
- Failure to obey official of the meeting
- Scrutineering – serious none compliance
- Underweight
- Failure to report to scrutineering

Championship exclusion may be imposed for the below reasons:

- Abusive language, behaviour or assault
- Scrutineering – serious none compliance

TECHNICAL REGULATIONS

8.0

.Iame M1 Bambino - Technical regulations detailed at 10.3

.Iame X30 Senior - Technical regulations to mirror those by the UK class rules

.Iame X30 Junior - Technical regulations to mirror those by the UK class rules

.Iame x30 Mini - Technical regulations to mirror those by the UK class rules

.Rotax Senior - Technical regulations to mirror those by the UK class rules

.Rotax Junior - Technical regulations to mirror those by the UK class rules

.Rotax mini max - Technical regulations to mirror those by the UK class rules however the 33.5mm carb restrictor used in the 2019 class rules will be carried over

.Honda cadet - Technical regulations to mirror those by the UK class rules

.Iame super cadet engine : Iame gazelle 60cc (Same as UK class rules)

.Iame super cadet manifold : A-61367 (NO RESTRICTOR USED)

.Iame super cadet carburetor HL-394A (Same as UK class rules)

.Iame super cadet chassis permitted : 900mm (Same as UK class rules)

.Iame Super cadet wheels - magnesium wheel rims are permitted

For other regulations such as bodywork, bumpers, chain guards etc the regulations mirror those by the UK Class rules.

A detachable front fairing mounting kit is mandatory.

Engine Fiche as published by the Engine Manufacturer or UK Dealer

Weights as detailed in 10.3

The Chief Scrutineer and Race Director's interpretation of these regulations is final and cannot be queried or appealed

8.1

TYRES

One set of slick tyres and one set of wet tyres only will be allowed for racing per competitor per weekend, plus one emergency set of wets if required, these extra tyres may only be allowed at the discretion of the Series scrutineer if in his opinion the tyre is damaged and un-safe to use.

Any accidentally damaged tyres may be replaced at the scrutineers' discretion and purchased from the organiser. Round 1 tyres are to be carried over to round 2 and to be used in official practice sessions and the race if you wish too.

New tyres must be purchased at round one and can be purchased for each following round if you wish but it is not mandatory. **Race tyres must be marked at scrutineering prior to heat 1 and must be used at the start of heat 1 and stay on the kart for the remainder of the event.** This rule replaces the rule stating that you can fit the tyres at the start of any heat or final.

For the Honda cadet class, 3 sets of dry tyres are permitted for the full season. You can purchase a new set for round 1 with an option to purchase a new set at the start of round 3 and round 5. It is the competitor's responsibility to insure wheels, tyres and tyre holders against lost or damage. Wheels, tyres and holders are left at the competitors own risk.

IT IS THE COMPETITOR'S RESPONSIBILITY to make sure that the scrutineer inspects a faulty tyre before the kart leaves the tracks exit/weighing in area. No extra tyre will be allowed after the kart has returned to the parc-ferme area. It should be noted that these race tyres may not be used during free practice or warm up sessions.

8.2

All tyres will be barcoded (or Marked) at each weekend meeting. You must use these tyres for all heat races , pre final and Final at that meeting. All tyres will be barcoded at each round.

8.3

Competitors must remove all their tyres and fuel cans from each circuit at the end of a meeting. Should any be left behind they will be identified and any charges incurred for their disposal will be reimbursed from the competitor.

8.4

Eligible Vehicles and engines must be in accordance with the Technical Data logged in accordance to the kart class you are entering under.

8.5

Each driver will be allowed 1 kart & 2 engines only, per race meeting. It is the competitor's responsibility to ensure that the correct kart & engine numbers and other details are recorded on the scrutineering card. The competitors must abide by these championship regulations. Any driver excluded for technical infringement will lose all points from the round. However, for a minor technical infringement (e.g. underweight, side pods outside wheels, air box, broken or missing etc.), the Clerk of the Course shall have the discretion to waive this penalty and classify the infringement as

a non-compliance. If a driver is excluded during the heats he/she is eligible to participate in the final, provided the infringement is not classed as a major infringement and must be corrected and evident for the Scrutineering staff to check. It is expected that the penalty will be applied for engine, tyres or fuel infringements, which are classified as major technical infringements. For minor exclusion's the driver will receive points for the place of listing on the official result sheet for that race. If a driver is suspended or excluded, it does not allow the competitor to take part in the prize-giving or the podium ceremony, nor to appear in the official classification of the competition in any place other than that resulting from the application of the penalty.

8.6

When the meeting is declared dry, slicks must be used, if a meeting is declared open then either slicks or wets may be used. Slicks can not be used in the meeting is declared wet.

8.7

Only if the meeting is declared Open or wet may wet tyres be used.

8.8

The only tyres to be used in each class are listed below:

- Rotax Mini Max: Mojo D2 Slick
- Junior Max: Mojo D2 slick
- Senior Rotax Senior: Mojo D5
- All Rotax classes wet tyres are Mojo W5
- Honda Cadet: SL3 Slicks & KT3 wets
- Iame super Cadet: Komet K1D-M Slicks & Komet K1D-W wets
- Iame X30 mini: Komet K1H Slicks & K1W wets
- Iame X30 Junior: Komet K1H Slicks & K1W wets
- Iame x30 Senior: Komet K2H Slicks & K1W wets

UKC does not claim any right in the above names and acknowledges that it does not claim any copyright. UKC uses them and any ref to their regulations purely for descriptive purpose.

8.9

At any time tyres may be tested by the technical officials for conformity and their decision is final.

8.10

A photo-ionization detector (PID) may be used for comparison testing for chemical treatment of tyres. A reading greater than 2ppm, with the sampling probe within 5mm of any part of the tyre or tread, and where the reading is at least 50% greater than the average readings found on a similar sample of tyres from the spare pool held by the organisers will be deemed illegal.

If chemical treatment of tyres is established before the race, using the above technique or any other, the competitor will not be allowed to race as chemically treated tyres may constitute a safety risk.

8.11

CHASSIS

All classes will only be allowed one chassis however, if damage occurs to the chassis, which has been scrutineered for the meeting, if in the opinion of the scrutineer it is not practical or safe to repair in time at that meeting, one alternative chassis of the same make and type may be scrutineered in order to continue the meeting.

8.12

Ballast may be added to the kart chassis or seat to attain the minimum class weight. There must be at least two bolt fixings, or three if straddled on a triangular seat stay. The maximum per fixing is 5kg.

8.13

ENGINES

Only two engines are allowed to be scrutineered.

Engines may only be started in a designated area. Should a Driver/Entrant wish to start their engine it may only be done under the supervision of the Scrutineers and then only in a designated area.

Due to noise problems some circuits may not have such an area. Any Driver/Entrant starting their engine without the above permission will be reported to the Race Director who may exclude them from the meeting or penalise them in accordance with these Regulations.

8.14

FUEL & FLUIDS

It will be each competitor's responsibility to purchase their own petrol from free practice until the end of the race weekend on Sunday. The Petrol can be sourced from a commercial roadside station from pump fuel 98 –100 Octane. It is forbidden to add any liquid and/or power-boosting chemicals in the petrol. Electronic Fuel testing equipment will be present at each round for on spot-checking and the competitor may be asked to change fuel if required by the scrutineer. This will be notified to the Clerk of the course is relevant. If any competitor wishes to make a formal protest against other competitors fuel then a £500 fee will charged to register the protest and carry out the investigation.

If any competitor wishes to make a formal protest against another competitors engine then a £250 fee will be charged to register the protest and carry out the investigation.

8.15

Any time during the meeting you may be requested by the Eligibility Scrutineer to replace under supervision the oil in the engine with oil that will be given to you by the scrutineer, for use for the remainder of the meeting.

8.16

Any competitor found to have been using fuel, tyres, or equipment not conforming to these regulations; will be subject to any costs involved in carrying out any necessary tests or eligibility procedures. Failure to pay these costs will result in exclusion from any further championship meetings. It is the competitor's responsibility to cover the costs of any rebuilds, damage or work to be carried out after scrutineering checks.

9.1

TRANSPONDERS & RADIO COMMUNICATIONS. All karts must be fitted with a MYLAPS transponder provided by the driver/entrant. The transponder must be fitted to the back of the seat, vertical with the R clip to the top, at a height from the ground at 25cm + or – 5cm to any part of the transponder.

It is the responsibility of the driver to ensure that the transponder is working correctly, chassis parts or bodywork does not obscure the signal and the battery is sufficiently charged These transponders will be used for lap scoring and must be in place and working for all official practice and all races.

Transponders not fitted or not working will result in the competitor not being lap scored, and no finishing position given. Note if vertical fitting is not possible as prescribed it may be fitted on the rear of the seat and must be in a vertical position.

No radio communication is permitted to or from the kart or driver unless under the control of the organiser, except for satellite positioning systems for data logging purposes.

The lap scoring and timing areas are out of bounds to all except signed on officials.

9.2

SAFETY

RACEWEAR. At all times whilst on track drivers must wear race suits, helmets, boots that cover the ankles and suitable gloves. All race clothing should be designed and suitable for competition use in good condition. These will be inspected at pre-race scrutineering.

Helmets will be full face and should comply with one or more of the following.

FIA 8860-2004, FIA 8859

SNELL SA2005, Snell SA2010, Snell SAH2010, Snell SA2015 SFI Foundation 31.1A, 31.2A

BS6658 Type A/FR

ECE22.05 ACU Gold Sticker approved

SNELL- K98, K2005, K2010, K2015

SNELL – FIA CMR2007^

SNELL – FIA CMR2016^

SNELL – FIA CMS2007^

SNELL – FIA CMS2016^

Competitors should note that the expiry dates of crash helmets may be observed.

Race suits must have CIK homologation and be either Level 1 or Level 2 marked on the collar.

9.3

Motorsport is dangerous and it is the primary concern of UKC at all its sanctioned or affiliated events. Methods of operation, vehicle construction, track facilities and competition practices are under constant review to protect all participants and to reinforce the safety standards of the sport. Kart racing has certain inherent risks. Each competitor assumes those risks when they participate in an event. While everyone involved including drivers, team members, officials, promoters, and UKC have taken measures to reduce the risk of serious injury or death, the risk cannot be eliminated and will always be present at a high level.

9.4

Competitors are obligated to inspect, observe, and promptly report to the Clerk of the course, race director or championship organiser if they see any inadequacy in the facilities, personnel, equipment, or conditions at the track before, during, and after each event. All competitors have the right to withdraw from an event for safety concerns whether real or perceived. Competitors also are solely and directly responsible for the safety of their race karts and racing equipment and are obligated to perform their duties(whether as the vehicle owner, driver team member) in a manner designed to minimise to the maximum extent possible the risk of injury to themselves and others.

9.5

Every entrant if more private and every team must have a minimum of one fire extinguisher with current inspection for every 400 square feet. Fire extinguishers must always be visible and accessible.

9.6

At all times whilst on track, drivers must wear race suits, helmets, boots that cover the ankles and suitable gloves. All race clothing should be designed and suitable for competition use in good condition. These will be inspected at pre-race scrutineering.

9.7

Race officials and emergency medical personnel are the only persons authorised to be on the track after an accident has occurred. Exceptions to this are at the Clerk of the course discretion. Karts involved in an accident may be subject to inspection by officials. Medical personnel shall examine any driver who sustains an injury. Any kart and driver involved in an accident shall continue only with approval from the Clerk of the course.

9.8

Smoking is not permitted on the dummy grid, parc ferme, scrutineering, weighing or engine starting areas or on the track. This ban includes the use of 'vaping' or electronic cigarettes. No one is to enter the circuit without permission from an official and must be signed on and wear a high visibility vest.

9.9

At the end of any race In the case of a technical infringement arising from post race scrutineering due to an incident during a race, such as an Air box, exhaust etc. loose or falling off, which if seen during the race would normally have resulted in the competitor being given the mechanical failure flag, or where the driver is given the flag too late for them to leave the circuit before the end of the race, the competitor will be placed in a position in the results behind the last driver completing the race. If more than one driver is affected they will be recorded in the order that they started the race; i.e. the highest on the starting grid will get the first place behind the finishing drivers.

Competitors are reminded that failure to comply with a technical flag will be at minimum be exclusion from the race.

KART CLASSES

10.1

Eligible Classes, ages and minimum weights (driver and kart) below:

IAME M1 Bambino
IAME Super Cadet
Honda Cadet
IAME MINI X30

IAME X30 Junior
IAME X30 Senior
ROTAX MINI MAX
Rotax Junior Max
Senior Rotax Max

UKC does not claim any right in the above names and acknowledges that it does not claim any copyright. UKC uses them and any ref to their regulations purely for descriptive purpose.

10.2

Number plates for each class must be displayed as below:

IAME M1 BAMBINO Green plate with black numbers

IAME Cadet: Yellow plate with black numbers

Honda Cadet: Yellow plates with Red numbers

IAME Mini X: White with Black numbers

IAME X30 Junior: Green with white numbers

IAME X30 Senior: Yellow with black numbers

Rotax Mini Max: Yellow with black numbers

Rotax Junior Max: Red with white numbers

Senior Rotax Max: Blue with white numbers

10.3

KART CLASSES

Eligible Classes, ages and minimum weights (driver and kart) below:

IAME M1 Bambini	Ages 6-8	78KG
IAME Super Cadet	Ages 8-13	103 KG
Honda Cadet	Ages 8-13	103 KG
IAME MINI X30	Ages 11-15	135KG
IAME X30 Junior	Ages 11-16	148 KG
IAME X30 Senior	Ages 15+	162 KG
ROTAX MINI MAX	Ages 11-15	135KG
Rotax Junior Max	Ages 11-16	148 KG
Senior Rotax Max	Ages 15+	162 KG

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Bambino Kart Regulations 2020

1.0

The Bambino class is the entry level class of Kart Racing meaning drivers can compete from 5 years old (must be in year of 6th birthday) these rules and regulations should help you understand the bambino classes before entering into your first race. Full class, chassis and engine regulations below.

AGE: ensure you are within age for your class before registering with UKC anyone outside of age for their registered class will be contacted and their registration revoked.

2.0

Below are the list of approved Bambino Chassis for use in 2020 Championship

Additional requirements:

2.1

Bodywork: As registered with the chassis, full width rear bumpers mandatory. Plastic alternative may be used. Rear Bumpers must not be wider than overall wheel width, Full size rear number boards only to be used (no cut down plates) unless plastic rear bumper is registered and fitted to chassis where a stick on type number can be applied to the rear bumper.

2.1

Brakes: As registered with chassis, Steel discs non vented only (can be crossed drilled and grooved). Secondary brake cables now mandatory on all bambino chassis.

2.2

Steering: Stub axles: no modification whatsoever permitted, Wheel: free. If mounting data acquisition equipment must be mounted in line with the dish of the wheel. All columns to be fitted with a security ring located below the top column mount and secured with a minimum of two locked grub screws. Caster/Camber adjustment is permitted to the front axle by the addition of top pills in the IAME class

2.3

Axle: As registered with the chassis. 25mm magnetic steel. Must have circlips fitted on both ends.

01/B(C)/10 Top Kart
02/B(C)/11 CRG
03/B(C)/11 Tonykart
04/B(C)/11 Birel

5/B(C)/13 Wright
06/B(C)/14 Tecno

07/B(C)/14 Wright
08/B(C)/14 Haase
09/B(C)/14 MS Kart
10/B(C)/15 BirelART
11/B(C)/15 Ricciardo
12/B(C)/15 Tecno
13/B(C)/15 Synergy
14/B(C)/16 Fullerton
15/B(C)/16 Intrepid
16/B(C)/16 MS Kart
17/B(C)/16 CRG
18-bc-17-topkart
19/B(c)/18 Project One

to be fitted with two bearings containing steel ball races. Ceramic or exotic material bearing faces are strictly prohibited. Bearings to be tightened to axle, multipoint locating grub screws. Quick release bearing carriers prohibited. 5mm and 3mm Hollow axles are permitted but only if homologated with chassis.

2.4

The rear bumper must not exceed the overall width measured to the outside edge of the rear tyres, and the side pods may not be located outside the plane that passes through the outer edge of the rear tyres.

The maximum overall width at the rear is 1100mm.

2.5

Chain/Sprocket Guard: One piece chain with sprockets of 219 pitch only. A fully enclosed chain guard, of a type manufactured by Tillett or similar.

2.6

Wheels: Fronts: Aluminium, single point mounting direct to stub axle. 3 point fixing front hubs permitted. Offset: Open.

Rears: Aluminium, 3 point fixing to standard short hub. No double bolt rear hubs Offset: Standard

IAME M1 class

Heidenau T-Race UK Green Slick tyre

Heidenau WH1 UK wet tyre

The use of tyre warmers and softener is prohibited.

Removal of Debris or tyre cleaning with a hot air gun or rasp is Strictly Prohibited.

2.7

Floor tray: Aluminium, original manufacturer component fitted using manufacturer approved fitting kit and to be tight at all times. After market professionally manufactured aluminium floor trays allowed but NO Carbon trays permitted.

2.8

Seat: Free: Must be free of holes in a position so as to weaken the mounting. Fitted with a Tillet or similar fitting kit one large washer per hole minimum, to ensure load spread.

Seat must be tightly secured at all times.

2.9

Weight: Minimum 78kg post race including the driver and mandatory safety equipment. (IAME)

2.10

Number plates: Numbers to be displayed on all four sides of the Kart Black on Green background (IAME) to an agreed font/pattern, using own graphics in the approved format. Full size number plates on rear to be fitted, no cut down plates.

2.11

Materials:

Kart and components to be of material 'as left the factory' or similar, the use of aftermarket components such as rear hubs, carriers, track rods are permitted as long as are of manufacturers specification.

Carbon fibre, Ceramic, Titanium, Magnesium & Kevlar components prohibited Modification to chassis in any way by the addition of welded components not on the original approval is not permitted.

Additional seat stays and supports are not permitted.

2.12

Other: The addition of pedal extensions, heel cups or approved pedal box is permitted subject to secure fitment and scrutineering deeming it fit for purpose.

Modification to tubing, seat stays, yokes and all mounting points is strictly prohibited.

2.13

ENGINE:

Exchanging/sharing of engines amongst competitors is not permitted.

2.14

IAME M1 Bambino engine specification:

The Engine/Carburetor must be operated in its unadulterated form and at all times, conform to the John Mills Engineering fiche.

http://www.IAME.co.uk/wp-content/uploads/2019/03/363_IAME-M1-60cc-PULL-START-rev06.pdf

2.15

Engine numbers and Crank: Only engine numbers prefixed S6, T6 & V6 are permitted. Crankshafts from batch number E31 forward are permitted.

2.16

Squish: 2mm minimum

Base gasket and shim combinations can be used to achieve the desired squish but a combination of no more than two paper gaskets and 3 metal shims are permitted. Squish is measured using 3.175mm solder or as supplied by scrutineering. Squish minimum is 2.00mm.

2.17

Spark Plugs: Only NGK BR8EG, BR9EG, BR10EG permitted

These must carry the original factory washer, unless using an under plug temperature lead of the same thickness, in which case it may be discarded. The scrutineer will have the final say on what under plug temp leads are permitted or not.

2.18

Exhaust system: System and joints to be leak free in its entirety. Signs of leakage around the restrictor/fixing area will be deemed a performance enhancement, it is the competitor's responsibility to ensure exhaust bolts are tight at all times. Only 1 exhaust gasket front and back of restrictor is permitted.

Exhaust restrictor Is to be no more than 13.50mm MAX and must be of genuine IAME specification.

2.19

Clutch: The internal components and running surfaces both the clutch and drum must remain dry and free of grease or lubricant and any additional substance. It is advised to run the standard rubber O ring washer behind the clutch drum although not essential, care should be taken at all time.

THE RACING CODE

When you compete in the ultimate karting championship it's most important to remember the racing code:

- Race for enjoyment
- Try your best at all times
- Race fairly
- Be polite and treat everyone with respect
- Don't show off if you win
- Don't get upset if you don't win
- **The UKC will:**
- Recognise that there are different groups within the racing family and treat them appropriately
- Create a welcoming, friendly and safe environment for everyone
- Treat every competitor fairly and encourage others to do so
- Recognise that as a representative of the sport, I have a duty to be polite and treat racers, volunteers and supporters with respect
- **Parents and guardians:**
- Encourage young drivers to have fun and enjoy racing

- Don't put pressure on young drivers to take part
- Don't impose your own ambitions on young drivers
- Don't expect young drivers to win and recognise that the benefits of junior racing lie in the skill acquisition and not about winning events and championships
- Don't criticise young drivers when they make mistakes
- Never encourage young drivers to break or bend the rules
- Respect other competitors and their families and applaud their success
- Respect the decisions of the officials at all times

As a team owner or member of a team:

- Accept that racing is primarily about enjoyment
- Don't put pressure on young racers to achieve results
- Recognise that Junior racing is about skill acquisition, not about winning events and championships
- Encourage all racers to respect the rules and the authority of the officials
- Never encourage a racer to break or bend the rules, nor to drive in a manner that could cause injury to themselves or others
- Recognise that this is not Formula 1