



Cadet Kart Championship 2020 Rules & Regulations

1. **General**
2. **Safety**
3. **Points / Format**
4. **Class Eligibility**
 - a. **Driver**
 - b. **Kart**
5. **Parc Fermé / Scrutineering**
6. **Penalties**
7. **Extra**

The Basics:

Honda Pro Extreme Cadet Class

Engines : Sealed Honda GX200 RPM Pro Extreme

Chassis : Homologated Cadet

Weight minimum : 107kg

Tyres : Dunlop SL3 & KT3 (Controlled) Purchased Through CKC

Number Plates : Yellow with Red Numbers

General Rules

- The CKC or Cadet Kart Championship is an IKR (Independent Kart Race) and therefore runs outside of the MUK (Motorsport UK). However, we will still look to the MUK for guidelines as laid out in the 2020 Karting Yearbook (Gold Book). Where appropriate MUK Rules will apply. These may be changed, varied or amended to appropriately suit the CKC.
- The Gold Book will be used for clarifications of specifications, regulation and restriction. We will also look to the MUK and ABK for guidelines on sportsmanship and general behaviour.
- No racing licence is required, and first-time racers are welcome, but basic competence is essential. Driver competence will be continuously monitored. In the unlikely event that a driver falls below the standards of a safe racer, they will be prevented from continued participation in the event and asked to demonstrate their competency before being allowed to enter future events. Drivers are welcome to elect to start any race from the back of the grid should they wish, subject to providing reasonable notice.
- All competitors wishing to enter the championship must be register as a CKC Member, which has an annual fee of £25. This is compulsory and must be purchased before you can join or enter a race day. Membership also gets you a range of discounts and perks in the CKC online shop and with our championship partners.
- The Cadet Kart Championship will be help over 7 rounds; March to October. Competitors are also allowed one 'drop round'.
 - A £105 deposit is required before the championship starts (Before Feb 2020) to secure your place at each round. This will be knocked off your race fees at £15 per round. (Members also receive a reduction of £15 on entry fees, saving £105 over the year)
 - Once a championship deposit has been paid, race fees for Saturday practice and Sunday race are £100 when booked over two weeks in advance. Later entries incur an additional £15 penalty fee. Late entries also risk their slot going on open sale after the 2-week deadline
 - Drivers who did not pay a deposit at the beginning of the year race will be faced with a first time round fee of £130. (CKC membership is also required.) Subsequent rounds will remain at the non-member fee, unless pro-rata deposits are paid.
- Drivers must be 8-13 years old and have a minimum driver weight of 27kg before the championship starts.
 - Exceptions can be made for 7 year old drivers providing they can demonstrate past Bambino experience. They must also be over 125cm tall (without helmet). This is to satisfy championship organisers.
 - Drivers who are 13 before the championship starts but turn 14 during the championship are also eligible to race.
- Minimum kart and driver weight is 107kg. Minimum weight limits are for the complete kart including driver, safety equipment and fuel. Selected karts will be weighed and scrutineered in Parc Fermé at the end of each race. Drivers must not leave Parc Fermé until instructed to do so.
- All drivers must have 'signed-on' to race either at Saturday practice or before drivers briefing on Sunday.
 - By 'signing-on' all competitors, parents and/or guardians understand and accept all risks involved on a practice or race day. It is also the responsibility of the competitor to explain the risks involved to anyone associated with them.

- Drivers under 18 years (so everyone), must have their entry countersigned by a parent or guardian, who must also be present for the duration of meeting.

Safety

- All karts and protective equipment including helmets, gloves and footwear may be inspected before practice. All karts and equipment must be scrutineered before the racing commences. Number plates must be fitted front, rear and both sides and must be kept in good condition. Drivers must also display the correct number and coloured plate for their class. For CKC these colours are a yellow background with red numbers.
- Drivers must without delay obey all flags given by officials. Drivers are responsible for learning all flags and their meanings before going out on circuit. If you are in doubt please ask before racing.
- During racing the centre of the track is out of bounds except for officials. Signed on parents or guardians are permitted at the discretion of the Clerk of the Course and must wear an orange high-visibility vest.
 - Timing or coaching of drivers is not permitted from the centre of the track. Failure to comply may result in an exclusion from heat/final race.
- Recovery of karts from track is not permitted during racing and will be allowed at the end of the race at the discretion of the Clerk of the Course.
- The following safety equipment must be worn during all practice and race sessions:
 - Helmets: CIK/MSA/ACU/Snell specification racing helmets or UK road legal motorcycle helmets.
 - Suits: CIK homologated with no limits on homologation date.
 - Footwear: Racing boots with ankle protection
 - Gloves: Racing gloves
- All safety equipment must be in good condition with no significant damage that would reduce the item's ability to protect the driver.

Points & Format:

The championship table will be created by awarding points to each driver for their finishing position in each heat and the final. These are added together to give the overall winner (highest point scorer) over the course of the championship. Trophies will be awarded for the top 3 finishers, though further trophies may be awarded at the discretion of the organisers.

- Each Round will consist of open Saturday practice. Followed by 3 Lap Transponder Check, Qualifying, x3 heats and a final on the Sunday. (Timings and heats formats may vary depending on the track - this will be announced in advance)
- Points will be awarded at all 7 rounds however drivers are allowed 1 drop round which will be their lowest scoring round.
 - Any driver that has been excluded from a race result due to a technical compliance infringement or driving standards infringement will not be allowed to drop that round from their championship tally. This does not include accidental in-race mechanical safety exclusions
- To receive points, the driver must complete 50% of the race distance.
- The maximum points scored at each round is 150.

Sprint Heat Points: 1st 35, 2nd 34, 3rd 33, 4th 30, 5th 29, 6th 28, 7th 27, 8th 26, 9th 25, 10th 24, 11th 23, 12th 22, 13th 21, 14th 20, 15th 19, 16th 18, 17th 17, 18th 16, 19th 15, 20th 14, 21st 12, 22nd 12, 23rd 11, 24th 10, 25th 9, 26th 8, 27th 7, 28th 6, 29th 5, 30th 4, 31st 3, 32nd 2, 33rd 1, 34th 0,

Sprint Final Points: 1st 45, 2nd 40, 3rd 38, 4th 35, 5th 34, 6th 33, 7th 32, 8th 31, 9th 30, 10th 29, 11th 28, 12th 27, 13th 26, 14th 25, 15th 24, 16th 23, 17th 22, 18th 21, 19th 20, 20th 19, 21st 18, 22nd 17, 23rd 16, 24th 15, 25th 14, 26th 13, 27th 12, 28th 11, 29th 10, 30th 9, 31st 8, 32nd 7, 33rd 6, 34th 5,

Parc Fermé / Scrutineering:

Following each qualifying and race session selected drivers will be guided to the Parc Fermé weighing scales and compliance checking area. These drivers will be weighed and may undergo further compliance checks. Any driver found to be non-compliant with any technical regulation will be disqualified from the race. Any driver found to have deliberately cheated may be handed a further penalty ranging from points deduction to expulsion from the championship.

Competitors must present their kart and safety equipment for scrutineering prior to racing. All equipment must be in a safe condition to use, which will be determined by the official scrutineer on the day.

A very dim view is taken of any form of cheating. If a competitor is found to have been tampering with the engine, chassis and or tyres we will endeavour to inform all circuits/championships of your actions.

Penalties

The CKC is strictly non-contact and competitors are required to show respect for their fellow competitors and officials at all times. Deliberate contact will not be tolerated and will be dealt with severely.

The following are examples of incidents and guideline penalties, though actual penalties will be at the discretion of the Clerk of Course:

- Deliberate contact +10 secs
- Gaining an unfair advantage +10 secs
- Causing an incident Race Disqualification
- Ignoring flags Race/Meeting Disqualification
- Abusive or threatening behaviour Meeting/Championship Disqualification
- Unsafe behaviour Meeting/Championship Disqualification
- Technical non-conformance Race Disqualification

INFINGMENT	PENALTY
ABC – Advantage by contact – First offence	Warning
ABC – Advantage by contact – second offence	Black flag – possible exclusion – +10 Sec
Driving is an unsafe and reckless manner	Warning/ Black Flag
Aggravated contact	Black Flag – Verbal Warning
Failure to make the start grid	Start from back of grid
Overtaking during formation laps	Start from back of grid
Waving or spinning during formation laps	Start from back of grid
Spinning out on the warm up/ rolling laps	Start from back of grid
Not attending the briefing	£50 fine
Failure to comply with flag signals – first offence	Warning – Speak to CoC
Failure to comply with flag signals – Second offence	Black Flag
Failure to comply with flag signals – third offence	Exclusion
Overtaking or failure to slow down after chequered flag	3 Place Penalty
Drugs and alcohol	Exclusion Meeting – Possible championship
Drugs and alcohol – pit crew/ Family	Exclusion
Aggressive and/or abusive behaviour	Exclusion
Aggressive and/or abusive – pit crew/Family	Exclusion
Failure to obey an official of the meeting	Exclusion from meeting
Underweight	Exclusion from race, start from back of grid
Failure of scrutineering	Exclusion from meeting
Failure of scrutineering engine/s	Exclusion from championship
Unsporting conduct on or off the circuit	At discretion of CoC

The Judicial Procedure is as follows:

The Circuit Marshal/Observer reports incident to Clerk of Course. The Clerk of Course may also act on an incident only witnessed by him/herself. The Clerk of Course reviews incident and decides on penalty using the regulations above for guidance. The competitor either accepts penalty or exercises their right to appeal and pays £20, which will be donated by CKC to a charity of their choice. (Evidence of the donation will be provided).

Appeals procedure:

- 2 drivers (or more likely driver's parents) will be selected at random to act as Judges of Fact. They will only be selected from those not involved in the incident. The Judges of Fact will hear from both the Clerk of Course and the Appellant and then decide on whether to uphold the penalty, or dismiss it.

Where necessary to uphold the integrity of the championship, the organisers reserve the right to overrule the Judicial Procedure at any time. This is a highly unlikely occurrence and any such decision would not be taken lightly.

Kart Eligibility:

Engines- Honda GX200 RPM Pro Extreme Cadet engine. These are a sealed engine that is only available from RPM. The engine must have four complete and untampered seals attached to any engine used to compete or practice. All 200 extreme engines must be fitted with a 15mm restrictor and a DEP exhaust. Both are installed by RPM only – please note the 15mm restrictor is not available for sale from other suppliers. We recommend that any second-hand engine that you purchase are returned to RPM to be checked / serviced.

CKC may ask for proof of any engine has been returned to RPM, we may also ask RPM to confirm these seal numbers at any time.

If at any point the seal numbers, restrictor size, output of any engine is called in to question CKC reserve the right to remove the engine from the competitor and return it to RPM for independent inspection and scrutineering. If this happens during a race weekend a pooled engine will be supplied. RPM will only discuss the outcome of any tests with CKC who will then jointly decide the outcome or penalties to be applied.

All engine numbers and seal numbers must be registered with the organiser no later than signing on the morning of the race day. In the event of a competitor wishing to change engine during the race day, the permission of the CoC should be sort out before doing so. The CoC reserves the right to refuse permission to use a second engine.

Chassis-

- Only MUK homologated cadet chassis' will be permitted. The chassis should remain homologated in all respects and should only be modified for safety reasons.
- The only modification allow are the additional fitment of seats, nassau panels and side pods, front fairing and ballast to achieve the required weight.

Dimensions

- Wheelbase : 900mm +/- 5mm
- Overall length : 1700mm max

Steering

- Camber and caster adjustment by mean of a single, solid eccentric on the top face of each yoke.
 - The use of two fixing screws per adjuster to maintain its position
 - The angle of the kingpin from its standard position must not exceed 2mm; therefore, the diameter of the hole in the yoke must not exceed 4mm greater than the kingpin

Floor Tray

- There must be a rigid, flat floor from the seat to the front of the chassis passing under the pedals. This must be secured to prevent the driver's feet being able to slide off.
- Perforations of any kind must not exceed 10mm and should only be made to attach ballast or other applicable accessory

Body Work

- All cadet karts must be fitted with bumpers and bodywork to the front, sides and rear to provide protection. See drawing number 6 in section U of the MUK yearbook for detailed regulations. I

Rear Bumper

- A metal or plastic homologated rear bumper must be fitted.
- Rear bumpers must be secured with a minimum of two mechanical fixing and anchored with the addition of zip ties.

Front bumper / nose cone

- Front bumper must have four attachment points welded to the chassis-frame. Have the lower and upper tubes connected by a minimum of one aluminium or steel connecting upright.
- Front nose cone must have a width of 800mm +/- 150mm. Must be set 25mm -60mm above the ground in a dry set up.

Side pod bar

- Must comprise of a single metal tube with a minimum diameter of 18mm and be securely attached to the chassis with the minimum of two mechanical fixings of each side of the kart. a. If running side pod lose the addition of zip ties to provide an anchor is recommended.

Side pods

- Must have a minimum height of 70mm and a minimum length of 250mm and be located immediately above ground clearance.
- Must not include holes or cuttings except those necessary for the fitment and must not exceed M8.
- Have a clearance of 25mm -60mm above the ground in a dry set up.
- Further guidance and regulations are available and should be adhered to, in the MUK yearbook section U.

Torsion Bars

- If the kart is homologated with a rear torsion bar, the kart must always only be run with it in place and locked.
- Front and side torsion bars are not permitted.

Seats

- The seat is free – bolts must be used at each side to secure.
- The seat should be of a good condition with no cracks or damage. The seat should fit the driver securely and should be the correct depth to stop the driver from falling easily out of the seat.

Transmission

- Direct drive from the engine to the axel via a single chain.
- All methods of oiling or greasing the chain while in motion are forbidden.
- A guard must always be fitted, covering the chain and clutch.

Axle

- A solid magnetic parallel 25mm diameter axle.
- Spilt quick-release axle bearings are not permitted.
- Must be fitted with circlips on each end of the axle.
- Solid and Hollow axles are allowed.

Brakes

- Mechanical or hydraulic, solid disc, operating on the rear disc only.
- Drilled hole or slots are permitted only on homologated systems only.
 - Radially vented disc are not permitted

Wheels

- Wheels may be two-piece or mono aluminium construction.
- Hubs may be separate or integral
 - Wheel hubs with an overall length of less than 60mm must not overhang the ends of the rear axle; measurement will be taken from wheel to hub mating surface.

Tyres

- Dry Tyres – Dunlop SL3-MSUK
 - Front 10x3.6x5
 - Rear 11x5x5
- Wet tyre – Dunlop KT3-MSUK
 - Front 10x3.6x5
 - Rear 11x4.5x5
- Tyres must NOT be cut/scored/grated
- Tyres must NOT be altered in any way
- Tyres must NOT have any chemical/s applied to soften or modify the tyre in any way.
 - Including household cleaners,
 - Tyre warmers or any device or equipment that delivers heat into the tyres may NOT be used
- A set of pool tyres will be available at the discretion of the officials if wrongdoing or tampering is thought to have occurred.
- Tyres used for racing must be purchased through CKC directly via the website www.cadetkartchampionship.co.uk
- Competitors are limited to 2x SL3 and 2x KT3 tyres per season

Number Plates

- Front and rear numbers should be run.
- Numbers should be clearly defined and not form a part of a design.
- Numbers should be in a contrasting colour to the background. **YELLOW BACKGROUND – RED NUMBERS**

Weight

- The minimum driver weight is 27kg
- Ballast must be secured to the kart or seat in a way that means it cannot work loose. We recommend mechanical fixings.
- Individual pieces or blocks of ballast should weigh no more than 5kg.
- Kart and driver weight is 107kg

Extra:**Seeded Numbers:**

Drivers finishing in the top 10 of the 2020 championships will be eligible to run their finishing position as their race number for the 2021 championships if desired. For 2020 all numbers are allocated on a first come basis.

Transponders:

Transponder type is circuit dependent, with both AMB and TAG types used over the season. It is the competitor's responsibility to ensure they have the correct transponder type at each event. Transponders may be available to hire but this is not guaranteed. The organisers will provide information on this prior to each event.

- Transponders must be mounted to the back of the seat. If a transponder is hired it must be secured with a proprietary bracket. The competitor will be responsible for the safe return of any hired transponder.