



Cadet Kart Championship Junior Kart Championship 2021 Rules & Regulations

The Basics:

Class	Engine	Chassis	Minimum Weight	Tyres	Number Plates
CKC 105	Sealed Honda GX200 RPM Pro Extreme Junior	Honda Cadet 900mm wheel base	105kg*	Dunlop SL3 & KT3 (controlled)	Yellow with Red Numbers
CKC 112			112kg*	Dunlop SL3 & KT3 (controlled)	Yellow with Black Numbers
JKC Pro Kart		Twin Engine Pro Kart	165kg*	Bridgestone YDS & YFK (controlled)	Orange with Black Numbers
JKC Rotax	Jag Sealed JR Rotax	Homologated Recognised Chassis	148kg	Mojo D2's & W5's (controlled)	Red with White Numbers
JKC Mini Max	Jag Sealed Mini Rotax	Homologated Recognised Chassis	132kg	Mojo D2's & W5's (controlled)	Yellow with Black Numbers

Subject to Change at Championships discretion*

General Rules

Introduction

The CKC/JKC 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 2021 Karting Yearbook (Gold Book). Where appropriate MUK Rules will apply. These may be changed, varied or amended to appropriately suit the CKC/JKC. We will adhere to the safety guidelines of the National Karting Association. We reserve the right to change these regulations as we see fit at any time giving notice where possible via social network sites and the official CKC Whatsapp group. The Gold Book will be used for clarifications of specifications, regulation and restriction. We will also look to the MUK and ABkC 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. Drivers who sign onto events as novice will start at the back of the grid. Novice plates can be removed at any time subject to championship approval.

General rules that apply to all classes:

Tyres should only be used in the condition you buy them in, no softener or tyre warmers are allowed. Tyres are controlled and must be purchased through CKC/JKC. New tyres usage is restricted, more info in individual class regs. No fuel additives are permitted and a nominated fuel station may be selected at organisers discretion. Lead or ballast must be attached to the kart with a minimum of two mechanical fixings. The total amount of ballast added to the kart must not exceed 30kg without prior agreement with the Clerk of the Course. Minimum ages are laid out class by class, any drivers wishing to compete outside of these parameters must seek approval. All engines must be sealed and unmodified from purchase spec. Details of this is outlined in each class below.

Entry

The Cadet Kart Championship will be held over 8 rounds; March to October. Competitors are also allowed one 'drop round'. If the championship runs 5 or less rounds for whatever reason no drop rounds will be taken into account when determining to final championship standings.

A £120 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 £120 over the year)

Once a championship deposit has been paid, race fees for Saturday practice and Sunday race are £115 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 not get a race entry discount. Guest driver entry fees are £145. Subsequent rounds will remain at the non-member fee, unless pro-rata deposits and membership are paid.

Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7
Whilton Mill	Lydd	Fulbeck	Hooton Park	GYG	Llandow	Clay
1 st / 2 nd May	5 th / 6 th June	3 rd / 4 th July	31 st July / 1 st aug	4 th / 5 th September	2 nd / 3 rd October	23 rd / 24 th October

* Round location and dates may change at championship discretion or dropped all together

All drivers must have 'signed-on' to race at Saturday practice or before the weekend using alpha timings signing on portal.

- 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.

It is the parents responsibility to ensure the drivers fully understand all the rules and regulations, especially those to do with flags and fair racing. Briefing notes will be issued before every weekend. Parents must go through these with drivers prior to taking part in any event.

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 (in grids of 10+ drivers), 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)

Qualifying will determine the start position for heat 1, heat 1 will determine the start position for heat 2, heat 2 will determine the start position for heat 3. The final will be based on points for all 3 heats. Based on highest finishing order.

Points will be awarded at all 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

If the championship only complete 5 rounds or less no drop round will be taken into account.

- 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,

Guest drivers do not score championship points, however do score them for the round. Points they score in the round will not be allocated to members for championship points.

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.

Numbers on the dummy grid are strictly limited to driver +1 assistant. Once the kart is on the floor it is under parc ferme conditions and may not be worked upon without the express permission of the grid marshal. If a race meeting is suddenly declared open for tyres you may change tyres (eg, from slicks to wets) but make no set up changes to the kart. Karts should be on the floor in their dummy grid spot at the latest of two minutes before their race or whenever the grid marshal signals. Minor work to resolve engine starting failures will normally be allowed.

If there is an unexpected delay, the grid marshal may signal a pause to parc ferme conditions, at which point karts may be returned to trollies to be worked on by driver and their assistant. A time limit will be given and any competitors not ready to take the start will be excluded.

Once you have placed your kart on the floor and your driver is in the kart you then must stand to the side or exit the dummy grid not to get in the way of karts entering the track. Any person found to be deliberately or unintentionally blocking karts or delaying entry to the track their driver will be given a +5 second penalty.

Penalties

The CKC /JKC 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. If penalties are applied the CofC ruling is final.

- gaining an unfair advantage: **+5 seconds**
- driving in a manner incompatible with general safety/departing from the standard of a reasonably competent Driver: **+1 lap or race disqualification**
- contravention of a flag signal before or after a race: **+5 seconds**
- contravention of a flag signal during a race: **+10 seconds**
- Ignore technical flag twice: **black flag**
- Ignore black flag more than once: **race or meeting disqualification**
- abusive language/behaviour or assault: **race or meeting disqualification**
- failure to obey the instructions of an official: **race or meeting disqualification**

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 above for guidance. **The competitor accepts penalty and the CofC decision is final.** Video evidence will not be accepted as a form of appeal.

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

Any abuse or consistent harassment of any officials will not be tolerated and will result in you being excluded from the meeting

Extra:

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. It is strongly recommended that every competitor has their own transponder. 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.

Safety & Misc

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.

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. UK road legal motorcycle helmets are NOT permitted.
- Suits: CIK homologated with no limits on homologation date.
- Footwear: Racing boots with ankle protection
- Gloves: CIK/MSA/ACU/Snell 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.

Tyres

CKC & JKC restrict the usage on new tyres. Therefore all tyres must be purchased through the CKC / JKC website. They can be collected at the next round. If you place a tyre order within two weeks of the next round we can not guarantee they will be available at the next race.

All tyres will be allocated to the driver, the tyres do not need to be ran in sets you can mix and match any of the tyres you have.

If we suspect tampering with the tyres and/or barcodes the championship reserve the right to confiscate them. You will not be refunded or given a replacement set.

Classes

Class	Engine	Chassis	Minimum Weight	Tyres	Number Plates
CKC 105	Sealed Honda GX200 RPM Pro Extreme Junior	Honda Cadet 900mm wheel base	105kg*	Dunlop SL3 & KT3 (controlled)	Yellow with Red Numbers
CKC 112			112kg*	Dunlop SL3 & KT3 (controlled)	Yellow with Black Numbers
JKC Pro Kart		Twin Engine Pro Kart	165kg*	Dunlops SL1 & KT14 (controlled)	Orange with Black Numbers
JKC Rotax	Jag Sealed JR Rotax	Homologated Recognised Chassis	148kg	Mojo D2's & W5's (controlled)	Red with White Numbers
JKC Mini Max	Jag Sealed Mini Rotax	Homologated Recognised Chassis	132kg	Mojo D2's & W5's (controlled)	Yellow with Black Numbers

Subject to Change at Championships discretion*

CKC 105 & 112

CKC 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 105kg for CKC 105 & 112KG for CKC 112. Minimum weight limits are for the complete kart including driver, safety equipment and fuel. Drivers competing in CKC 112 MUST NOT have more than 4kg of ballast fitted to the kart. 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.

At the championships discretion we may alter the minimum weight requirements of the classes to ensure both classes have healthy grids.

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. All engines must conform to RPM's official GX200 regulations published in 2020

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. The championship may also request you use a pooled engine at any point during the championship, failure to do so will lead to disqualification from the round. The championship can not be held responsible for any engine failures on pooled engines.

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 2. 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.

- Side pods must be fitted to the kart and should not exceed the width of the rear tyres
- 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 axle 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, rear and both sides 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 for 105 kgs and Yellow background with White numbers for 112 kgs

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 in any one place
- Kart and driver weight is 105kg for CKC105 & 112kg for CKC112, no more than 4kg of ballast fitted to the kart if you are competing in the CKC112 Class.

JKC Junior Pro Kart

Junior Pro Kart drivers must be 13-16 years old, competitors should be considered eligible in the year of their 13th birthday.

It is also possible for drivers who weight more 40kg and height of 149cm to take part in the Junior Pro Kart Class. Drivers who wish to enter the Junior Pro Kart class based on height and weight rather than age should be able to demonstrate driving skills and satisfy championship organisers.

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. All engines must conform to RPM's official GX200 regulations published in 2020.

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. The championship may also request you use a pooled engine at any point during the championship, failure to do so will lead to disqualification from the round. The championship can not be held responsible for any engine failures on pooled engines.

Chassis-

The dimensions of a Twin Pro Kart Chassis is a minimum 1040 to maximum 1080mm length

Chassis must be from a recognised kart manufacturer. The chassis should be in good condition with no cracks etc. The chassis must be of a one-piece construction.

Rear Axle

- 30mm hollow or solid metal
- Circlip must be in place at both end of axle to prevent hub loss. 219 drive chain only and Chain guard should be in place at all times.

Gearing

- Gearing will be fixed at each circuit (highlighted at the bottom of these regs)
- Sprocket guards must be fitted, made from plastic only

Brakes

- Brake fitted to the rear axle only must be Hydraulic, Metal brake disc only
- Drilled or vented disc allowed.
- Brake safety wire must be fitted in case of failure iv.
- A calliper with the maximum of four pistons may be fitted with two per side of the disc, may be used.

Wheels

- mono aluminium or MAG rims only
- Front wheels must have a maximum width of 132mm
- Rear slick rims must be a minimum 200mm and a maximum 214mm
- Rear wet rims must be a minimum 120 and a maximum 180mm

Seat

- The seat must be correctly fitted to the kart using the original seat stays
- The seat must not show damage or fatigue due the placement of ballast attached to the seat

Body Work

- Side pods must be fitted to the kart and should not exceed the width of the rear tyres
- All body work should be securely attached to the chassis
- Nassau panels only NO BIGFOOTS
- Rear Bumper should be CIK Plastic or metal 1. The rear bumper must be secured to the kart at two points 2. The rear bumper must cover 50% of each of the back tyres as a minimum.

Tyres

- Dry Tyres – Dunlops SL1
 - Front 10X4.50-5
 - Rear 11.5 x7.1 - 5
- Wet tyre – Dunlop KT14
 - Front 11 x 5.0 - 6
 - Rear 11.5 x 7.1 - 6
- 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/JKC c directly via the website www.cadetkartchampionship.co.uk or www.juniorkartchampionship.co.uk

- Competitors are limited to x2 sets of slicks and x2 sets of wets per season

Numbers

- Front and rear numbers and side numbers are required.
- All numbers should be clearly printed with Neon Orange background and a Black number
- No italic or fancy fonts are allowed

Weight

- The driver and kart together with any ballast required must weigh a minimum of 165kg at all times
- A maximum of 30 kilograms of lead ballast maybe added to the kart to achieve this weight.
- All ballast should be safely and secure fitted the body of the kart or the seat.
- Weight post will only be allowed to carry a maximum of 7.5kg of lead ballast.
- Individual pieces or blocks of ballast should weigh no more than 5kg.in any one place
- The use of lead seat inserts or lose lead that the driver sits on will NOT be permitted

2021 Circuit Gearing PRO KARTS ONLY							
Rowrah	Clay	Whilton	Lydd	Fulbeck	Hooton Park	GYG	Llandow
20/66	20/64	20/66	20/66	20/66	20/66	20/64	20/66

JKC Junior Rotax & JKC Mini Max

Junior Rotax Kart drivers must be in the year of 13th birthday to 31st December of the year of 16th birthday. Drivers who have not reached their 13th birthday must demonstrate past cadet racing experience and have a minimum body weight of 42.5kg. The kart and driver run to a minimum weight of 148kg.

Mini max Kart drivers must be in the year of 11th birthday to 31st December in the year of 14th birthday. Drivers who have not reached their 11th birthday must demonstrate past cadet racing experience and have a minimum body weight of 37.5kg

For these classes we run to the MUK regs, and follow Motorsport UK rules. For further clarification of the regulations see the MUK Karting Yearbook

Kart Eligibility

Engines- Rotax 125cc Engine, Max or Evo are permitted. All engines must be sealed between cylinder, crankcases, cylinder head and the reed valve block with an official JAG seal to prevent modification. UNLESS IT STATES THAT YOU CAN DO IT YOU CANNOT!!! The engine must be raced in standard form as manufactured and supplied by Rotax unless otherwise stated. Filing, grinding, polishing, surface treating, machining or lightening of any component is forbidden unless otherwise stated. The addition of material to any component is not allowed unless otherwise stated. All parts used in or on this engine must be of original manufacture or source as supplied by Rotax for the FR125 Max unless otherwise stated. The engine is to be used with air box, carburettor, fuel pump, radiator, wiring loom, ignition system and exhaust system as supplied by Rotax unless otherwise stated. Position and method of mounting the battery, wiring loom and exhaust system are free unless otherwise stated providing they are securely fixed to the satisfaction of the meeting's scrutineers. Filing of crankcase to allow easy fitting of water connection is allowed. Fitting of helicoils and inserts to repair damaged threads is allowed, except for the spark plug thread in the cylinder head insert, providing such repairs are not used to derive any benefit other than rectification of damage. Minor damage to the cylinder or

crankcase may be repaired by welding but only to restore the component to the original specification. All engines, carbs and air boxes must comply with MUK regs. For clarification see the MUK year book.

If at any point the seal numbers or output of any engine is called in to question CKC/JKC reserve the right to remove the engine from the competitor and return it to a Jag certified engine builder for independent inspection and scrutineering. If this happens during a race weekend a pooled engine will be supplied.

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. The championship may also request you use a pooled engine at any point during the championship, failure to do so will lead to disqualification from the round. The championship can not be held responsible for any engine failures on pooled engines.

Mini Max Exhaust and Inlet Throttle Restrictors. Exhaust restrictor must be in place at all times. Restrictor must be as supplied by J.A.G. and comply with the official fiche, no modifications allowed. Exhaust flange restrictor, 20.3mm maximum round bore, all exhaust gases must pass through this restrictor. Inlet throttle restrictor must be in place at all times. Restrictor must be as supplied by J.A.G. and comply with the official fiche, no modifications allowed. The length of the inlet throttle restrictor must be 37.8mm minimum.

Spark Plug. The only spark plugs permitted are as listed below and must be unmodified with sealing washerx in place. The list of spark plugs is as follows: Denso IW24, IW27, IW29, IW31. NGK BR8 EG, BR9 EG, BR10 EG, B8 EG, B9 EG, B10 EG, B8 EGV, B9 EGV, B10 EGV, BR8 EIX, BR9 EIX, BR10 EIX, GR9D1-8, GR8D1-8. Other makes/types may be added*

Chassis- Any chassis conforming to Motorsport UK Yearbook regulations is allowed. Chassis must be from a recognised kart manufacturer. The chassis should be in good condition with no cracks etc. The chassis must be of a one-piece construction.

Tyres

- Dry Tyres – Mojo D2
- Wet tyre –Mojo W5
- 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/JKC c directly via the website www.cadetkartchampionship.co.uk or www.juniorkartchampionship.co.uk
- Competitors are limited to x6 sets of new per season which can be any combination of slicks and wets

Numbers

- Front and rear numbers and side numbers are required.
- All numbers should be clearly printed with Red background and a White Numbers number for juniors and Yellow background and Black Numbers for Mini Max
- No italic or fancy fonts are allowed

Weight

- The driver and kart together with any ballast required must always weigh a minimum of 148kg for juniors and 132kg for mini max.
- A maximum of 30 kilograms of lead ballast maybe added to the kart to achieve this weight.
- All ballast should be safely and secure fitted the body of the kart or the seat by two fixings.
- Individual pieces or blocks of ballast should weigh no more than 5kg.in any one place
- The use of lead seat inserts or lose lead that the driver sits on will NOT be permitted

Appendix / Additional Information:

- Junior pro Kart tyres will be changing from Bridgestones to Dunlops after our Hooton Park Round. Any unused tyres can be exchanged for new dunlops.
- Due to the national tyre shortage all CKC / JKC members must stay on allocation 1 or 2 of their tyres depending on class. This goes for all classes. Even if you have already had a 2nd allocation of tyres but they are still unused they can not be used at Hooton Park (slicks only). Any members who have recently purchased an additional allocation of tyres these will be withheld until after the hooton park round.
 - Guest drivers can provide their own as long as they meet the regulations above, if they are new and unused they must be ran through Saturday in at least 3 sessions or 25 laps. The same goes for members who have an unused set of tyres.
 - We hope the tyre shortage will be resolved before our September round however we will constantly be reviewing the above regulations
- Numbers on the dummy grid with a kart are strictly limited to driver +1 assistant. Once the kart is on the floor it is under parc ferme conditions and may not be worked upon without the express permission of the grid marshal. If a race meeting is suddenly declared open for tyres you may change tyres (eg, from slicks to wets) but make no set up changes to the kart. Karts should be on the floor in their dummy grid spot at the latest of two minutes before their race or whenever the grid marshal signals. Minor work to resolve engine starting failures will normally be allowed.
- If there is an unexpected delay, the grid marshal may signal a pause to parc ferme conditions, at which point karts may be returned to trollies to be worked on by driver and their assistant. A time limit will be given and any competitors not ready to take the start will be excluded.
- Once you have placed your kart on the floor and your driver is in the kart you then must stand to the side or exit the dummy grid not to get in the way of karts entering the track. Any person found to be deliberately or unintentionally blocking karts or delaying entry to the track their driver will be given a +5 second penalty or docked championship points.